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Model MILITARY INTERNATIONAL

**THE JEEP THAT
ALMOST WAS**
MiniArt's 1:35
scale Bantam

Issue 41 - September 2009
www.modelmilitary.com

TITANIC T-34

A Burnt-Out 1:16
scale T-34



CENTAURO SPANISH STYLE

Trumpeter's VRC-105
heavy armoured car



Tamiya's all-new
Jagdtiger

TOO LARGE, TOO LATE

PREVIEWS: TASCA SHERMAN III ■ ZVEZDA MERCEDES L4500A TRUCK
■ TAMIYA CITROEN 11CV ■ TRUMPETER M1075 LMTV ■ AND MORE...

September 2009 / £3.95 / Issue 41



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BRITISH BSA M20 MOTORCYCLE w/MILITARY POLICE SET

Manufactured under license from BSA Company Limited.



1/35 Cromwell Mk.IV
British Cruiser Tank Mk.VIII, A27M
(Item 35221)

CAUGHT IN TRAFFIC

1/35
SCALE

1/35 Scale Military Miniature Series

British BSA M20 Motorcycle w/Military Police Set Item 35316

MM-316
Length: 61mm

The BSA M20 was the representative motorcycle used by the British Army during WWII. Over 120,000 units were produced until the end of the war and they were used for a wide range of duties including liaison, reconnaissance, and supply convoy escort. Tamiya's designers thoroughly studied actual examples of this bike and the result is this accurately reproduced model. The model depicts a late-war motorcycle which featured an air filter fitted onto the fuel tank. Included courier and military police figures are depicted in the late-style uniform which was worn in Europe from the Normandy Invasion onwards. Decals depict division markings on the motorcycle as well as MP insignia on the figure's arm and helmet. The package features illustrations of road signs which can be cut out for use. Display this set alongside Tamiya's other models of Allied Forces subjects to enable various diorama possibilities.



Distinctive front suspension and frame are realistically reproduced.



The single-cylinder side-valve engine features superb details.



Parts are included to enable 4 different arm poses.



Image shows actual motorcycle.

Tamiya's 1/35 Scale MM Series offers a variety of British subjects to enable various combinations for dioramas.



British Infantry Tank Mk.IV
Churchill Mk.VII (Item 35210)



British Universal Carrier Mk.II
Forced Reconnaissance (Item 35249)



British Light Utility Car 10HP
(Item 35308)



British Infantry on Patrol
(Item 35223)



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Trumpeter releases a 1:35 scale M1075 unarmoured 4 x 4 LMTV truck.

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NEW TRISTAR KITS ANNOUNCED

Tristar has announced two forthcoming kits to be released during Autumn 2009: 1:35 British Airborne Figures and Welbike 1:35 Sd.Kfz. 222 Armoured Car. More information will be available in coming issues of MMI. Tristar's website address is www.tristar-model.com



ACCURATE ARMOUR MARKSMAN

Accurate Armour has released several options for a 1:35 scale Chieftain Marksman AA System, either as a full Chieftain update/conversion (C091) or conversion only (C092). These are available now. More details are available from Accurate Armour's website www.accurate-armour.com



New Figure Brand "Al Soldatino"

A new company has been launched focusing on Italian figures in the pre-war Italian East African Empire and during World War II. Their debut release is a 54mm Italian officer of the Granatieri di Savoia division in Eritrea (East Africa) in 1940, just at the beginning of WWII. More information will be posted in a future issue of Model Military International magazine.



SECOND WORLD WAR DAYS AT IMPERIAL WAR MUSEUM DUXFORD

Over 4000 schoolchildren recently enjoyed Second World War Days at Duxford. This fun packed event brings the 1940s vividly to life, enabling visitors to learn about conflict in terms of people's experiences of war and its impact on society. Duxford's Department for Learning first organised Second World War Days back in 1995 and the event has become bigger, better and more popular with each passing year. Second World War Days is an important landmark in Duxford's event calendar and one which is enjoyed by staff as much as by the visitors.

Children and teachers really enter into the spirit of the Days, dressing in period costume and getting involved in a range of hands-on activities. They learn about food and rationing and have a go at 'The Lambeth Walk' or 'Run Rabbit Run'. They can climb inside a tank and watch tanks in action. They can experience 'Dig for Victory' by harvesting food from our prefab's garden. They try their hand at Morse code and breaking secret codes and practice their 'Make Do and Mend' skills by making wartime toys. Children encounter a wealth of 1940s characters, including an ARP Warden, a Lancaster tail gunner, a Battle of Britain pilot, a Secret Agent, a Soldier, a WVS Volunteer, a Land Army girl and a Bobby on his creaky 1940s bicycle.

Comments received at this year's Second World War Days include: "It's the best school trip I've ever been on." "Our school look forward to 'the Duxford Day' every year. It is firmly in our school calendar." "Wicked"



RE-ENACTMENTS AT FORT ST' ELMO, MALTA, IN 2010

IN GUARDIA PARADE

The IN GUARDIA PARADE is a historical re-enactment that portrays the inspection of Fort St. Elmo and its garrison by the Grand Bailiff of the Order of the Knights of St. John in charge of military affairs. During the re-enactment the fort's garrison - some 70 re-enactors strong - is dressed in its best uniforms and demonstrates to the Grand Bailiff its military prowess.

ALARME RE-ENACTMENTS

ALARME is a military re-enactment that portrays the historic and turbulent tenure of Malta by the French troops, following Napoleon's landing and conquest of Malta (1798 - 1800).

The story recounts the landing of the French troops - the subsequent administration of the Maltese Islands by the new Republican government - the rebellion of the Maltese that led to the blockade of the French troops inside the harbour towns - the surrender of the French troops at the hands of the British. The re-enactment lasts 50 minutes.

For more information and a schedule of these parades and re-enactments, see the website www.visitmalta.com

KIT PREVIEW

Tasca Sherman III British Army Sherman 3 Direct Vision Type (w/Early VVS suspension) • Kit No 35017

Tasca Sherman III British Army Sherman 3 Direct Vision Type (w/Initial VVS suspension) • Kit No 35-L28



Tasca delivers two early 1:35 scale British Shermans. Al Bowie can barely conceal his glee as he inspects the contents.

NORTH AFRICAN SWALLOWS

The Sherman was one of the most produced AFVs in history and formed the backbone of the Western Allied armour formations. The Sherman (originally allocated the code-name Swallow) debuted on the battlefield with the British 8th Army during the Battle of El Alamein in October 1942. 318 were initially fielded. These were made up of M4A2 and M4A1 variants, all of them early models with direct vision slots for the driver's and co-driver's vision. Most of these vehicles used the earlier M3 Medium Tank suspension, however a number of these had the new M4 VVSS suspension.

Tasca has released two new 1:35 scale kits, representing each of these important early variants.

These historically significant variants are Tasca's first M4A2 / Sherman III releases. Tasca kits are known for their high quality and this pair is no exception.

Kit number 35017, the Sherman III with Early VVS Suspension, comprises 14 sand-coloured sprues; 1 clear sprue containing periscopes



Clear parts include light lenses and periscopes.



Markings for kit number 35017, Sherman III with Early VVS Suspension.



Markings for kit number 35-L28, Sherman III with Initial VVS Suspension.

and light lenses; two green sprues containing a .50 Cal MG and four superb US style fuel cans; four well detailed flexible track runs (T51 type track) and a decal sheet with three markings options.

Parts breakdown is the same as Tasca's earlier Shermans with an accurately-fitting multi-part lower hull, a one piece upper hull with welded splash rails, a fabricated antenna bracket and hull MG socket. The US flow style welds are represented perfectly. The glacis weld configuration corresponds to one of the known types. Many of the other parts are from previous releases and three drive sprocket types and two road wheel and idler types are present. Tasca's excellent correctly articulated bogies are included representing the later style of mid-production M4 suspension. Typically British fittings such as the houseboat rails and sand shields are provided in plastic although the outer brackets would be better represented in square brass square.

The characteristic M4A2 exhaust is the best I that I have seen in this scale. A three-piece transmission is included, which is accurate for this type and only lacks a few cast markings. The more common one-piece transmission is also included. Two versions of the early narrow M34 mantlet are offered. Optional fabricated and cast rear turret splash rails are provided but only a six-bolt rear hull plate.

Tasca provides their beautiful .50 cal with correct pintle and ammo can for an early Sherman along with British "Flimsies" and rack. Additional parts are in the kit include appliqué armour, a commander, and British fittings such as late smoke dischargers. The tracks are Tasca's well detailed four-part flexible T51. Earlier variants were most commonly fitted with T41 tracks but T51 was also used.

There are only a few other minor nitpicks. The suspension is the later type with raised spacer for the return rollers; and the bolt strip for the transmission should have semi-recessed bolts. The six-bolt rear

hull plate is the only option supplied in this kit, but the eleven bolt was more common.

The instructions are well illustrated and easy to follow, calling out relevant parts for the different marking options.

Decals are provided for three vehicles from 3 CLY, 4AB named Churchill, Sicily 43; C Sqn Wiltshire Pde markings for Rodbourne, Syria 43 and 1Sqn Krechowicki Lancers Autumn 43 Palestine named Bohun. All options are accurate compared to known photos, and appropriate for this variant.



Kit number 35-L28 is a limited edition release packed in a plain white box. The main difference is the inclusion of the initial M3-style suspension with the return rollers mounted directly above the centreline of the bogies. This kit does provide the eleven-bolt rear hull plate too. Three markings options ALSO are provided with this kit. All the vehicles are camouflaged in Light Stone with a disruptive pattern in Blue Black, with White countershading underneath the hull.

Direct Vision M4A2 variants continued in production well into 1944 so a range of user options is opened up to the modeller with Direct Vision M4A2s seen in service with the Brits, Canadians, Polish, New Zealanders, French, Russians and US stateside training units.

This is the most accurate Sherman that I have yet seen. Tasca has really done their homework here. A stunning Direct Vision Sherman III will result from this kit, and you will have many useful spares left over including Tasca's excellent (and correct) cupola and hatches.

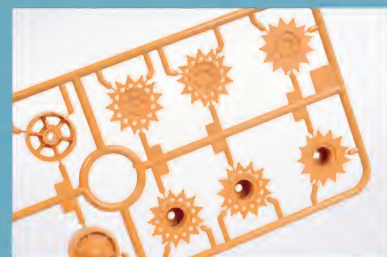
Thanks to Tasca for the samples <http://tasca-modellismo.com>



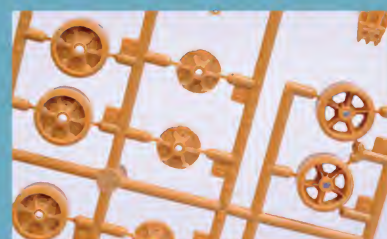
Weld beads on the hull are authentically reproduced.



The shape and characteristics of the early turret are very accurate.



Three alternate styles of drive sprocket are offered.



Kit number 35017 provides a full set of solid and open road wheels.



A Commander figure is supplied with each kit.



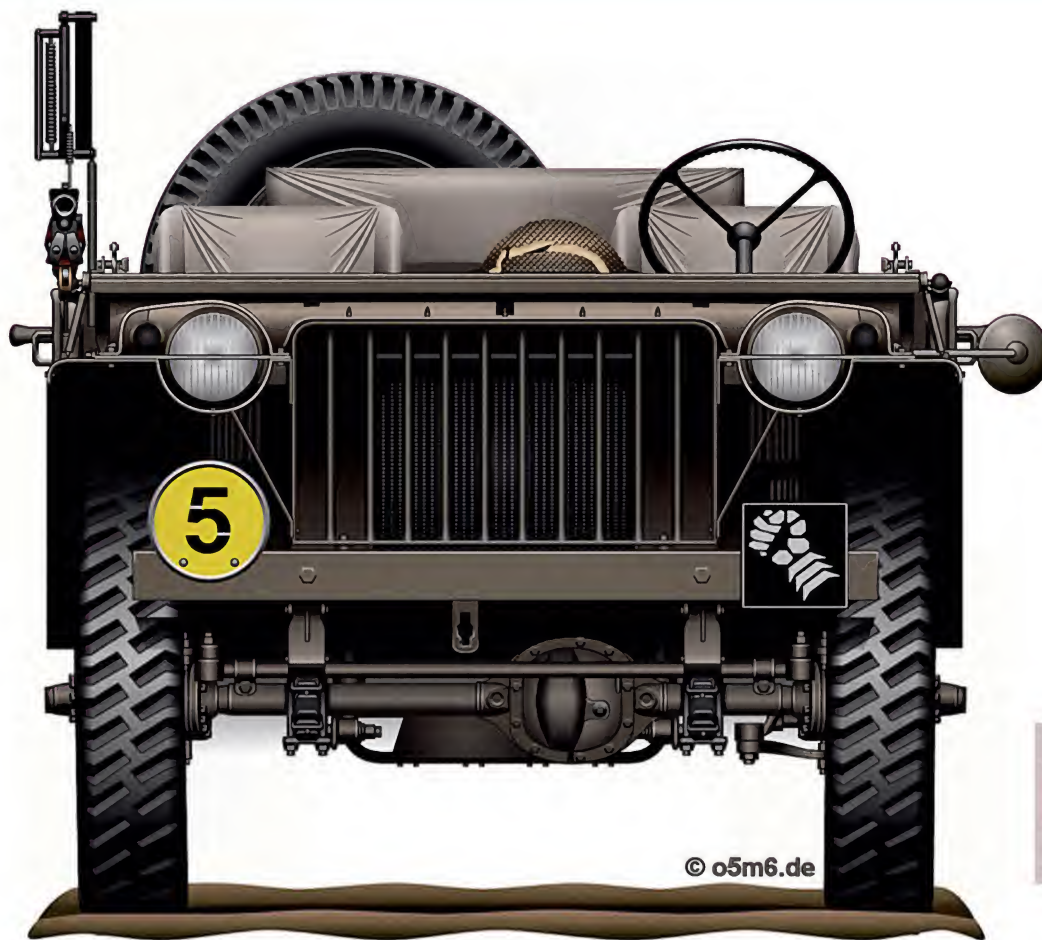
Tasca's excellent .50 cal machine gun is moulded in dark green plastic.



Four flexible lengths of T51 tracks are provided in a rather fetching shade of Model Kasten brown.



Think Tank - Bantam BRC-40



© o5m6.de

A Bantam BRC in British service with the 6th Armoured Division. Note the Bren Gun mounted on the passenger side of the vehicle. Although the Bantam never saw widespread service with American forces, it was in limited numbers used by British, Commonwealth and Soviet units. Artwork by Oliver Missing.

BANTAM BRC-40

A PRODUCT OF THE AMERICAN BANTAM CAR COMPANY

By Robert Notman, Captain, USAF-Retired

Of those players in the field leading to the standardized wartime jeep, American Bantam Car Company was the smallest with an approximate investment of one million dollars and employing around 450 men. Bantam had been through financial difficulties and receiverships, and had applied to the Reconstruction Finance Corporation for first-mortgage loans dating back to 1938.

Bantam was on the verge of collapse in early 1940. Americans just weren't ready for a small car. While its marketing force was great, the orders just didn't come in. According to All-American Wonder, Volume One, author Ray Cowdery, Bantam produced only 1,227 cars in 1939.

During the late 1930s, Bantam had tried to interest the United States War Department in the utility of their small cars. While several were tested, the immediate results went nowhere. At this same time, the US Army had been testing various concepts for 4x4 (four-wheel drive) vehicles. They had recently purchased many 1/2-ton 4x4 trucks. While these trucks performed fairly well, they were just too big, too heavy, too long and needed refinement.

What follows is information edited and extracted from the 1943 history written by Herbert R. Rifkind from his original manuscript entitled "The Jeep-Its Development and Procurement Under the Quartermaster Corps, 1940-1942." This history was

written while he was employed by the US Government. His book without the original penned notations and corrections has been published and may be of interest to the reader that wants to know more about the origins of the WW2 jeep. The manuscript was published in 1988 as "Jeep Genesis - the Rifkind Report" by Galago Publishing Ltd (January 1, 1988), ISBN-10: 0946784957, ISBN-13: 978-0946784950.

REQUIREMENTS

On June 19, 1940, a special subcommittee (US Army) and Major Howie, whose presence had been requested by the subcommittee so that he could give full information on his carrier (Howie Belly-Flopper Machine Gun Carrier), met with

the officials and engineers of the Bantam Company at their Butler, Pennsylvania plant, for discussion of the possibilities and limitations of the Bantam chassis as a basis for both the proposed command-reconnaissance car and the Howie Weapons Carrier. Several of the regular Bantam 2-wheel drive cars were put through a brief test, including runs over hilly country with grades estimated at ten percent. Carrying one or two men, and with a gross load of approximately 1500 pounds, they performed well. To test the car's structural strength, a stripped, dry chassis weighing 680 pounds, was statically loaded with 4500 pounds of sand without damage to the chassis.

A discussion of engineering



The original "jeep" that served as a pilot model. The pilot model was a proof of concept model that proved the original design was acceptable to the military. Successful testing of the pilot was required before production of the 70 contracted vehicles could begin. Photo courtesy of the Wesley M. Phillipi collection.



Front view of the Bantam BRC, May 15, 1941. Note how the headlights are built into the fenders. Notice how the passenger side fender has been bent down. Photo courtesy of the Military Heritage Institute.



The Bantam BRC going through rugged tests. The BRC is pulling a 37mm Anti-Tank gun. Photo courtesy of the Library of Congress collection.

details followed resulting in a tentative decision to require, among other things, a driving front axle with a 2-speed transfer case including provision for disengaging the front axle drive; a body of rectangular design with folding windshield and three bucket seats; increased engine power; means for towing; a .30-caliber machine gun mount on a telescoping pedestal; blackout lighting and oil-bath air cleaner; and such regularly accepted components in the automobile industry as hydraulic brakes and full floating axles. Based on the recommendation of the armed forces, a modified set of military characteristics was drawn up that limited the weight to a maximum of 1200 pounds; the wheel base to approximately 75

inches; and the maximum height to 36 inches; angles of approach and departure were set at 45° and 40° respectively, and a speed range on level, hard surface of 3 to not less than 50 miles per hour was required.

Approval of the Ordnance subcommittee's report and recommendations was quickly forthcoming from the Secretary of War and the expenditure of not more than \$175,000 of Quartermaster funds was authorized for this project, with the vehicles to be ready in time for the late-summer maneuvers of 1940, if possible. Following testing under the supervision of the using arms' test boards, their findings were to be coordinated by the Quartermaster Technical

Committee after which final recommendations were to be submitted by the Quartermaster General to the Secretary of War. The tentative specifications, dated July 2, set forth in detail the service requirements of the vehicle and contained some specification changes agreed to by the representative of the Infantry and Cavalry at Holabird conference July 1. The weight was raised seventy-five pounds to 1275, the maximum wheelbase was increased to 80 inches, and the overall height was raised to 40 inches. Special bracing of the rear end of the frame for pintle mounting was specified, and no aluminum was to be used in the cylinder head of the motor that was required to be of at least four cylinders.

THE BANTAM JEEP IS BORN

In the meantime, the American Bantam Car Company had gone ahead with the laying out of the jeep proper, in accordance with the rough sketch and general specifications arrived at between the engineers and the Ordnance subcommittee at their June 19 conference. On several occasions it was necessary for Bantam engineers to visit Holabird to iron out different engineering matters. The Spicer Manufacturing Company of Toledo, Ohio, which had devoted considerable time to the development of a four-wheel drive, also was called in by Bantam for consultation and become the axle supplier for the jeep from then on. Both the Bantam people and Holabird agreed that the standard



Think Tank - Bantam BRC-40

Side view of the Bantam BRC, May 15, 1941. Note the skid plate is actually made up of bars or sections of metal instead of a large steel plate like the standardized WW2 jeep. Photo courtesy of the Military Heritage Institute.



Rear three quarter view of the Bantam BRC, May 15, 1941. Notice the single bar to support the top (hood). The taillights and bumpers are different than the standardized WW2 jeep. Also note no storage of pioneer tools built into the jeep. Photo courtesy of the Military Heritage Institute.



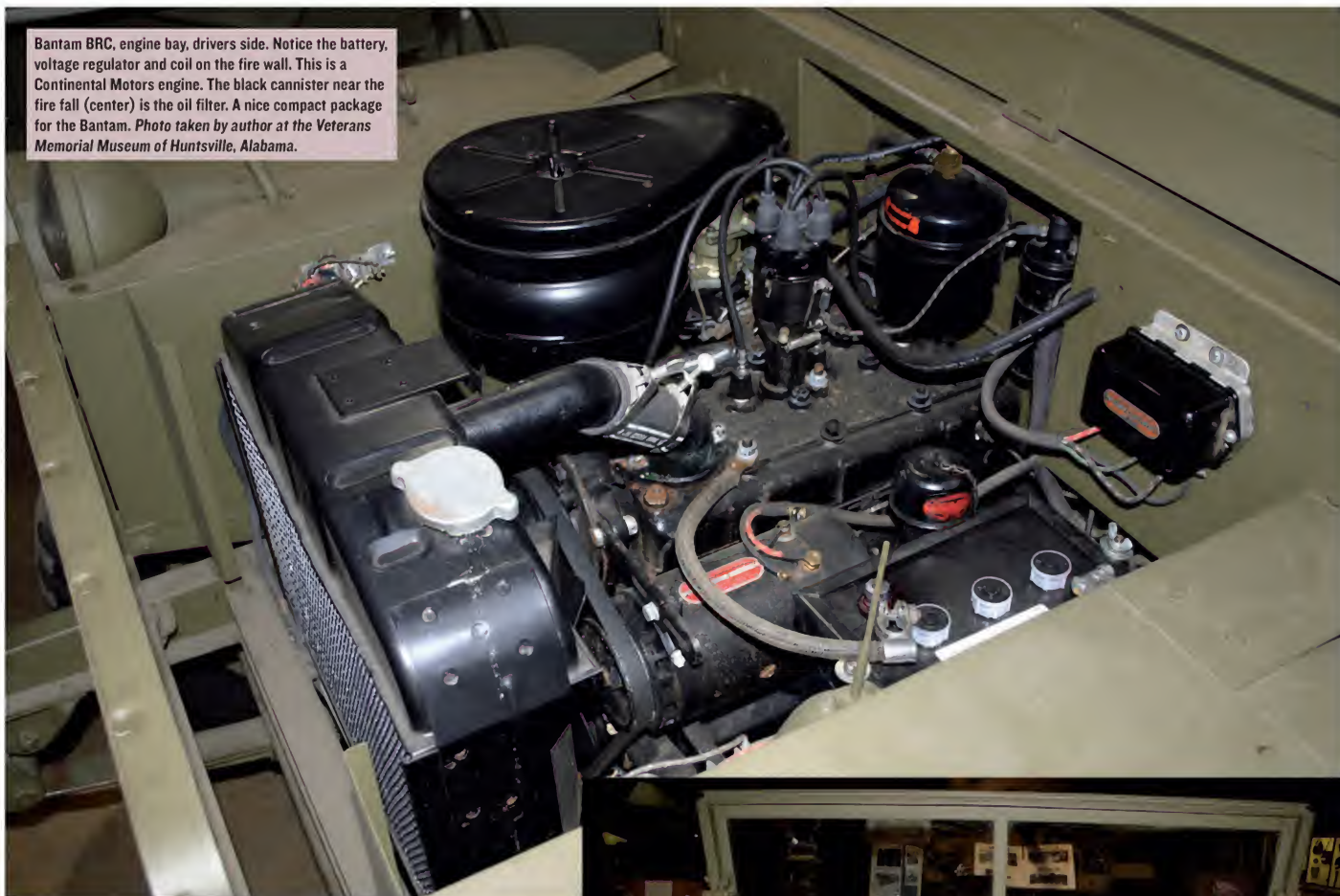
Bantam motor would have to be stepped up in power," resulting in the procurement from Continental Motors Corporation of a more suitable engine that would be used in the original 70 jeeps.

Prepared now to undertake the construction and delivery of the 70 Bantam jeeps with four-wheel drive and 85 cubic inch motors, the American Bantam Company offered to negotiate a contract with the Quartermaster Corps for the lot at a price of \$2500 per car, making a total of \$175,000 or the exact amount authorized by the War Department. This the Quartermaster Corps refused to do, despite the previous recommendation of the Chief of Infantry that the negotiated procedure be followed for this development. In its letter of July 10 to the Assistant Secretary of War requesting approval for the issuance of a 10-day advertisement under the invitation for bids, the Office of the Quartermaster General considered the Bantam offer "reasonable for such a development program," but since the offer involved tooling costs, it felt that "acceptance would place the firm at a decided advantage over competitors in possible future procurement of this type vehicle." While noting that the preliminary development of the jeep had been accomplished with the collaboration of the American Bantam firm, the OQMG nevertheless believed it advisable to resort to the competitive bidding procedure in order "to permit any other qualified and interested producers to submit bids." It mentioned the fact that beside the Bantam concern the Quartermaster Corps knew of only one other potential bidder. Clearance for the issuance of bids was given by the Office of the Assistant Secretary of War the following day.

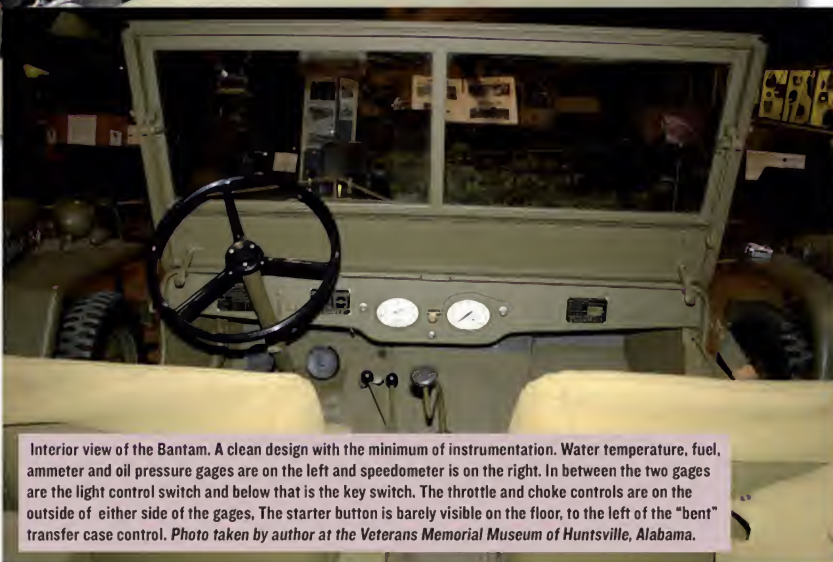
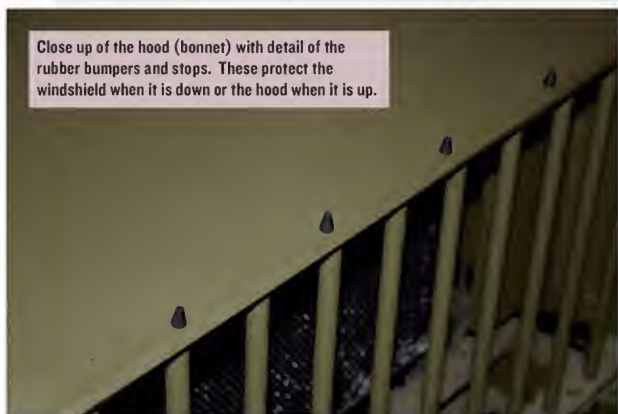
When the bids were opened, the competitor of the American Bantam Company was disclosed as the Willys-Overland Company of Toledo, Ohio. For some time prior to 1940, this concern had been trying to interest the Government in using some of its cars as experimental machine gun or personnel carriers.

The technical analysis of the Bantam and Willys bids made by Holabird, revealed that while the Willys bid was nominally low, it actually was higher than Bantam's, when to it was added the liquidated damages which would result from the acknowledged inability of Willys to make delivery within the time limit of seventy-five days

Bantam BRC, engine bay, drivers side. Notice the battery, voltage regulator and coil on the fire wall. This is a Continental Motors engine. The black cannister near the fire fall (center) is the oil filter. A nice compact package for the Bantam. Photo taken by author at the Veterans Memorial Museum of Huntsville, Alabama.



Close up of the hood (bonnet) with detail of the rubber bumpers and stops. These protect the windshield when it is down or the hood when it is up.



Interior view of the Bantam. A clean design with the minimum of instrumentation. Water temperature, fuel, ammeter and oil pressure gages are on the left and speedometer is on the right. In between the two gages are the light control switch and below that is the key switch. The throttle and choke controls are on the outside of either side of the gages. The starter button is barely visible on the floor, to the left of the "bent" transfer case control. Photo taken by author at the Veterans Memorial Museum of Huntsville, Alabama.

specified in the invitation for bids. Therefore both the Chief of the Engineering Branch and the Purchasing and Contracting Officer at Holabird recommended that the contract award be made to the American Bantam Company, since "the product described in the bid submitted by the American Bantam Car Company most nearly meets the specification requirements, and is the lowest in price..." The Holabird officers noted several exceptions and deviations from the specifications in the Bantam bid and suggested that the using arms be consulted on these so that all "controversial questions" could be adjusted by the time of

the award. They also suggested that the specifications should be revised as soon as the results of the field tests were available. On the above basis the Office of The Quartermaster General, on July 25, 1940, awarded contract to the American Bantam Company. In accordance with the agreement in its bid, the American Bantam Car Company built and delivered the first pilot model to Holabird in 49 days. During the construction of this original model, the bugaboo of weight cropped up again. It became evident to both Bantam and Holabird that strength and material limitations, as well as other engineering factors,

would make it virtually impossible to meet the 1275 pound weight requirement. Hence all 70 jeeps weighed some hundred pounds more, although still less than the 2100 pound limit set in the tentative specifications of July 7, 1941, or the still later revised military characteristics of July 3, 1942, which raised the final weight of the jeep, for the period covered by this study, to not more than 2450 pounds.

BANTAM JEEP IN THE FIELD

When the Bantam Jeep reached the armed forces (infantry, Cavalry and Field Artillery) in the field its success was instant and

sensational. At posts, camps, and stations all over the country, it won the admiration of everyone for the manner in which it performed. The demonstrations it gave of climbing and leaping, and its all-round ability to push its way through tough situations, impressed all beholders...It's four-wheel drive proved that it could operate over the roughest terrain. Water eighteen inches in depth was forded with ease. Although riding in the jeep was far from pleasure driving, its auxiliary transmission, providing six speeds forward and two reverse, enabled it to hit a mile-a-minute clip on the highway or claw its way up ►



Think Tank - Bantam BRC-40



View of the rear seat in the stowed position exposing the hand-crank used to start the engine with the electric starter stopped working. The seat bottom is of plywood. Notice the forward seat rest that looks like a piece of angle iron. Also, the very small tool boxes at the back of each rear fender. Photo taken by author at the Veterans Memorial Museum of Huntsville, Alabama.

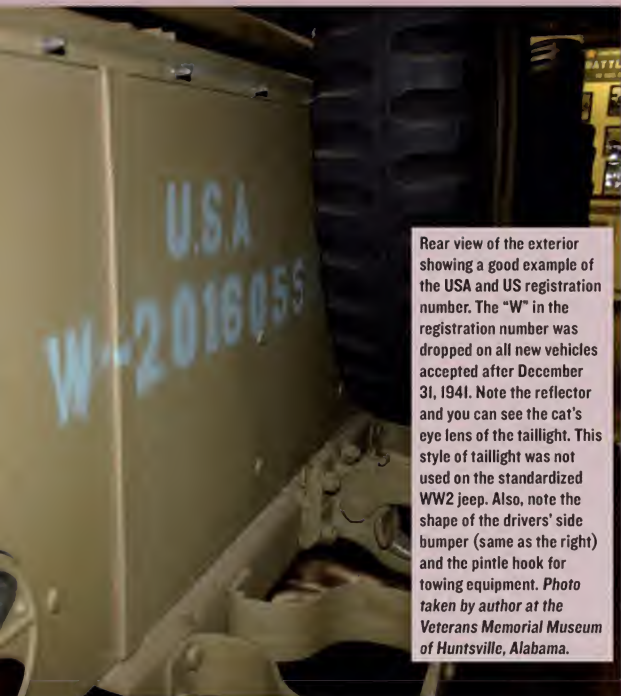


With the rear seat folded down a third tool box is exposed. Photo taken by author at the Veterans Memorial Museum of Huntsville, Alabama.



Close up of the drivers' side dash showing the CAUTION plate with driving speed recommendation for each gear and for high range or low range speeds (when in four-wheel drive). The hook like item to the left of the plate is the windshield hold-down catch (one on each side.) Photo taken by author at the Veterans Memorial Museum of Huntsville, Alabama.





Rear view of the exterior showing a good example of the USA and US registration number. The "W" in the registration number was dropped on all new vehicles accepted after December 31, 1941. Note the reflector and you can see the cat's eye lens of the taillight. This style of taillight was not used on the standardized WW2 jeep. Also, note the shape of the drivers' side bumper (same as the right) and the pintle hook for towing equipment. Photo taken by author at the Veterans Memorial Museum of Huntsville, Alabama.



Close up showing the shock absorber used on the Bantam. You can just make out the SPARTON horn that is in the upper left hand corner of the picture in front of the radiator and behind the grille work. Note how the brake line is not protected unlike the standardized jeep. Photo taken by author at the Veterans Memorial Museum of Huntsville, Alabama.



View of the rear shock absorber on the drivers' side. Photo courtesy of the Military Heritage Institute.

◀ grades of 60% or better, in low. In its appearance, too, the jeep was radically different. Soon well-known to every school-boy on the street were its squat, rectangular, utilitarian shape in its coat of olive-drab, lustreless enamel that had been developed shortly before; its low silhouette; the flat fenders on each of which an additional man could be carried if necessary; the heavy brush guard protecting the front; the folding windshield and detachable folding top or canopy; the pintle and towing hooks; the heavy duty mud-and-snow tread tires; and the front and rear blackout lights."

BAD NEWS FOR BANTAM

The jeep proved so very successful that it has remained in production with minimal changes so that even today "every school-boy" still recognizes a jeep vehicle. Unfortunately, the jeeps' success would not be tied to the success of American Bantam Car Company. The company would lose the bid for the standardized war-time jeep to Willys-Overland. Then through negotiations Ford Motor Company would be selected as the alternate producer of the Willys jeep. Bantam after delivering its last Bantam BRC would never again produce cars for the government or anyone else. During the war it produced trailers pulled by the Willys MB and Ford GPW. The company survived after the war for a time producing civilian versions of the jeep trailer. The company was bought by another concern and quickly faded from the scene. A sad ending for the first designer and builder of the jeep.

For more pictures of the Bantam and the other pre-standardized jeeps, you might consider purchasing Bantam, Ford, Willys - 1/4-Ton Reconnaissance Cars by Robert Notman.

The trademark "Jeep" is currently owned by Chrysler LLC. The use of the word "jeep" is as a noun referring to the many 1/4-Ton, 4x4, Trucks used by Allied soldiers during WW2. The "jeep" was also known as the peep, blitz buggy, puddle-jumper amongst others. ■

About the author

Robert Notman is a retired US Air Force officer with a keen interest in WW2 jeeps. His WW2 jeep was purchased in 1981. It was sold to him as a 1941 "Willies" but turned at to be a 1942 Ford GPW. He didn't even know that Ford had produced jeeps back then. Now after nearly 28 years of study he has written or edited several books related to the WW2 jeep, including Military Maintenance for MB/GPW Jeeps 1941-45, Bantam, Ford, Willys - 1/4-Ton Reconnaissance Cars, WW2 Pilot-The Ford Pygmy and Automotive Trouble Shooting for WW2 Wheeled Vehicles: Volumes 1 and 2. He has a website at www.42fordgpw.com and a blog at <http://42fordgpw.wordpress.com/>

AIM HIGHER



illustration by
Mario Chavez



SOTAR 2020

The Maverick of airbrushes...
"locked-on detail"



100LG

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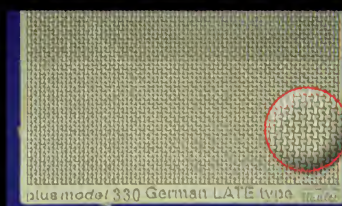
PLU224 PC Station



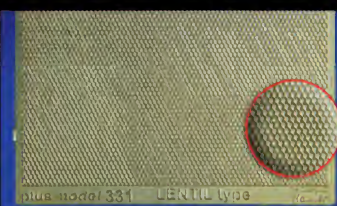
PLU335 Black Smithery



PLU337 Drill Press



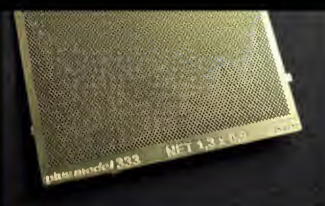
PLU330 Engraved Plate - German Late



PLU331 Engraved Plate - Lentic Type



PLU332 Engraved Plate - Modern Lentic



PLU333 Metal Net 1,3 x 0,9



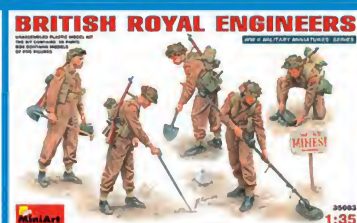
MIN35051 British Jeep Crew



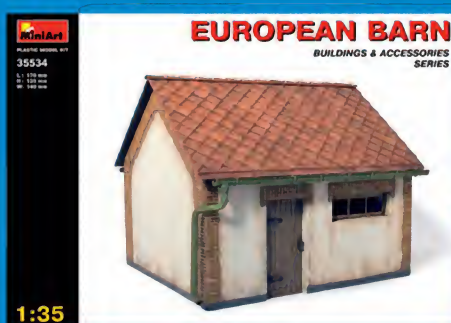
MIN35071 British Soldiers Tank Riders



MIN35074 Dingo Mk II Scout Car with Crew



MIN35083 British Royal Engineers



MIN35534 European Barn

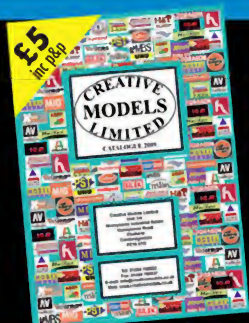


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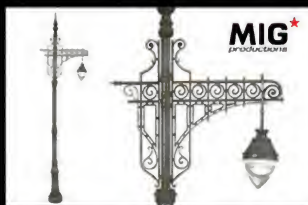
MIGABT155
German Three-Tone Fading



MIGABT160
Engine Grease



MIG00412
Light Rust Effects



MIG35212
1:35 Tall Street Lamp S.31 Type w/PE



MIG35213 1:35 Double Street
Lamp S.28 Type w/PE



MIG35214 1:35 Two Single
Street Lamps S.28 Type w/PE



MIG35107
1:35 Arab Gate

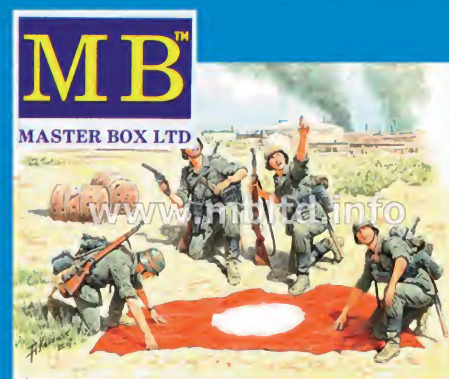
MIG48198
1:48 Winter SS at Rest (3 figures)



MIG48199
1:48 M8 U.S. Crew (3 figures)



MIG10306
1:10 SS-Untersturmführer



MAS3545 "Stukas Flying", German Infantry Stalingrad 1942



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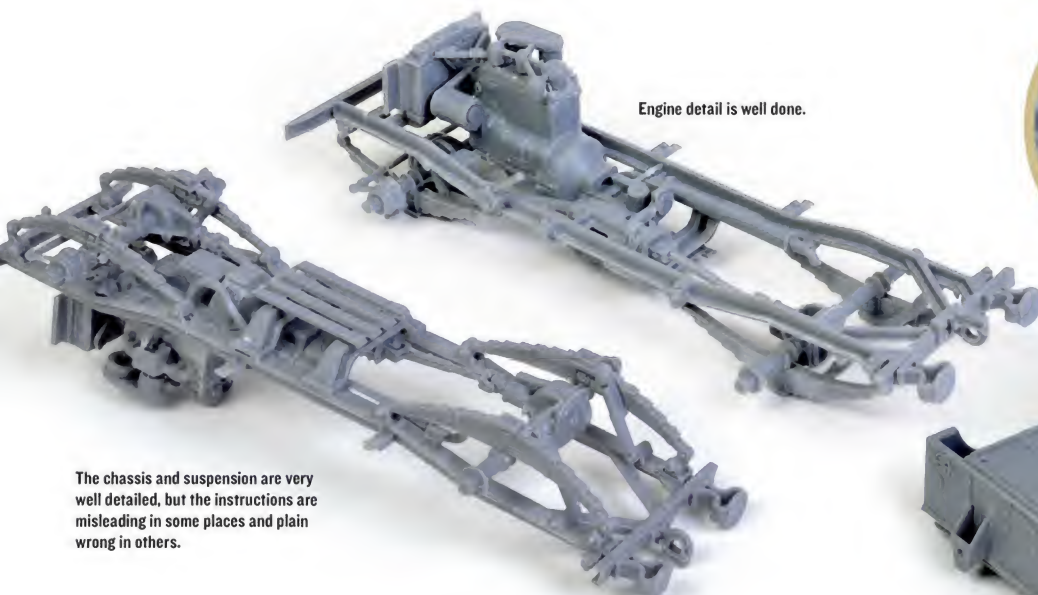
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THE JEEP THAT ALMOST WAS

The Editor builds MiniArt's new 1:35 scale Bantam as a scout car attached to the British 1st Armoured Division in North Africa.



The kit used was MiniArt's American version, complete with five U.S. figures.

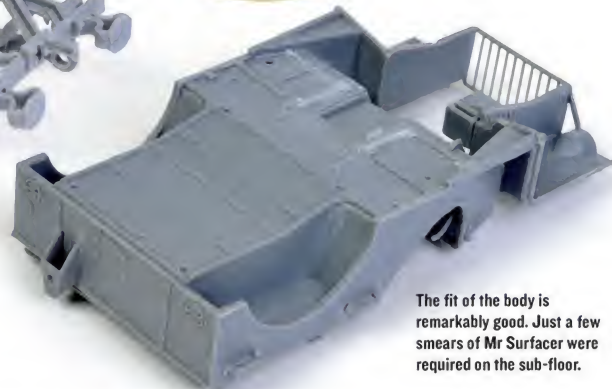


Engine detail is well done.



The battery is a nice touch.

The chassis and suspension are very well detailed, but the instructions are misleading in some places and plain wrong in others.



The fit of the body is remarkably good. Just a few smears of Mr Surfacer were required on the sub-floor.

The American Bantam Car Company developed the 'Jeep' concept and its distinctive design.

However, Bantam was not destined to mass-produce this iconic vehicle. Concerns about the production capability and financial viability of this relatively small company overrode the undeniable considerations of Bantam's design, and the satisfactory performance of its vehicle during trials.

The American Quartermaster General initially authorised three manufacturers - Bantam, Ford and Willys - to produce 1,500 of their respective "Jeeps" before the mass-production contract was ultimately awarded to Willys.

Ford also won permission to manufacture Willys' winning Jeep design but, sadly, the American Bantam Car Company was not offered a piece of the lucrative pie.

The Bantam BRC-40 was now considered to be non-standard, and would therefore not serve with American forces. A total of 2,675 Bantam BRC-40s were built. The great majority of these were provided to the United

Kingdom and the Soviet Union under Lend-Lease. Both armies used the Bantam to good effect in demanding environments - Britain in North Africa and Italy, and Russia on the Eastern Front.

By contrast, production of Willys and Ford Jeeps exceeded 650,000.

IN THE BOX

MiniArt has released American and Soviet versions of the Bantam BRC-40 in 1:35 scale. The vehicles are identical, with the only differences being the figures and the decals. A third British boxing will follow.

Kit No. 35014 is the American version. The Bantam itself comprises 99 parts in medium grey coloured plastic plus four more in clear. Five American figures are also supplied in 54 parts on a separate sprue.

The first thing I noticed was the large number of parts plagued by varying degrees of flash. Looking beyond that though, the news is all good.

The parts are generally very well moulded. Detail is also excellent, with a complete chassis and

engine included. Although some of the fine parts suffer from flash, they are delicately produced - very impressive. I particularly liked the treatment of the characteristic grille and headlight guards.

The bonnet is a separate part and may be posed open with the supplied thin plastic prop - although mine was broken before the part was removed from the sprue.

Parts are numbered on the instruction sheet but not on the sprues, so make sure you keep track.

Curiously, MiniArt has not moulded the two main instruments in the middle of the dashboard. These are mercifully simple, however, being simple circular dials. These might be sourced from your decal spares box or punched from thin plastic sheet. Check out Robert Notman's Bantam 'Think

Tank' article in this issue for photos of the instruments.

Clear parts are provided for the split windscreen and the headlight lenses.

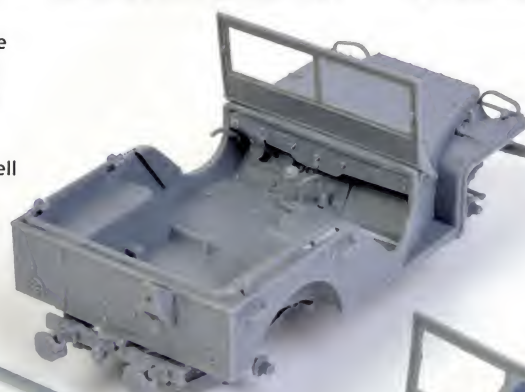
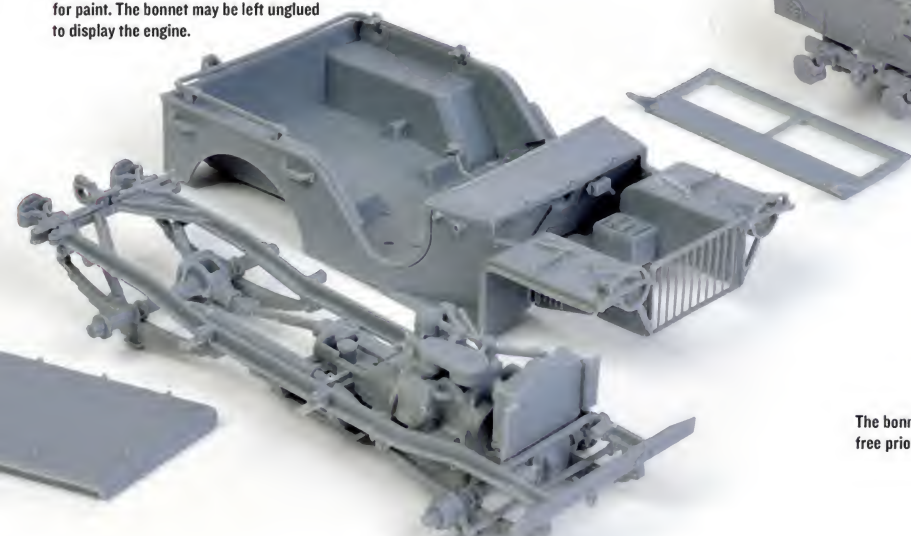
The five figures are well moulded and detailed. The only problem is that the driver is slightly too big to fit in his seat without surgery.

Decals are offered for a single American marking option (pale blue serial numbers only), and for the figures' uniform insignia.

BUILDING THE BANTAM

The most time consuming aspect of this project was preparing the parts. I spent several hours carefully removing each piece from the sprue and cleaning off the flash with a sharp hobby blade and a sanding stick. The time spent here is well worthwhile. Once the parts are cleaned up, the kit is revealed ▶

The main sub-assemblies are now ready for paint. The bonnet may be left unglued to display the engine.



Even without glue, the main sub-assemblies fit very well.



The bonnet is gap free prior to gluing.

Tamiya's 1:35 scale Jeep chassis may be seen on the right of this photo. MiniArt's details compares very favourably to its mainstream counterpart.

The subtle and not-so-subtle differences between the Jeep and the BRC-40 may be seen here. Note the grilles in particular.

The front mudguards, side openings and the shape of the bonnets are quite different on each vehicle.

as a real gem.

The chassis and body parts were placed into separate re-sealable bags.

Despite my caution, I was even more accident-prone than usual while building the Bantam. Over the course of construction, I managed to lose the skid plate, one of the handholds, and several of the windscreen detail parts. Fortunately, just as I thought I would have to buy a second kit, I found the skid plate and handhold.

Overall fit of the kit is excellent, but some of the parts are delicate and care is required to align them accurately. The instructions are also less than helpful in a number of places. Some of the diagrams

are a bit ambiguous (additional reference is advisable), while a few directions are just plain wrong. The most striking error is the callout for installation of the shock absorbers - parts B13, B14, B15 and B16. These parts appear to be reversed in Step 7. Test fit thoroughly before committing to glue here!

Once completed though, the chassis and engine look fabulous. The detail in these areas is actually superior to Tamiya's 1:35 scale Jeep. I was impressed with the convincing battery in the engine compartment too.

The balance of construction is entirely trouble free. I left the body and chassis as separate sub-assemblies until painting was complete. The headlights and windscreen were also left off at

this stage.

Do take care when handling the model though, as the fine slat grille, handholds on the rear sides of the body and the hood supports are very delicate. I managed to break several of the slats in the grille with no more than a gentle squeeze, and I also broke off one of the handholds. See, I told you I was accident-prone!

DESERT COLOURS

Although I had the American-marked version of MiniArt's 1:35 scale BRC-40, I thought it would be interesting to finish my model as a British Bantam that saw action on the front lines of North Africa in 1943.

British vehicles in North Africa initially wore an unruly assortment of different camouflage schemes

applied at Brigade level. These included geometric schemes such as the Caunter-finished Matilda in last month's Model Military International, plus a range of other wild improvisations.

These varied schemes actually compromised security, as individual British and Commonwealth units could be identified by the style of camouflage worn by their vehicles.

New orders were drafted in October 1942 replacing all of these schemes with a standard two-colour disruptive camouflage comprising a base coat of 'Desert Pink - No. Z.I.', and a hard-edged disruptive pattern of either 'Dark Green - No. PFI', Black, Very Dark Brown or Dark Slate. In practice, however, some vehicles were painted in a base shade of Light Stone with a Black disruptive

The paint job started with a splash of blue on either side of the body.

"Scale black" served both as pre-shading and the darker camouflage colour.

This was masked off with a diamond-shaped mask cut from Tamiya tape.

The camouflage pattern was drawn onto wide pieces of Tamiya "Kabuki" tape, which were then cut and used as masks.

Several thin coats of Mig Productions' Filter help tone down the effect.

The result looks very stark and more than a little bovine when the tape is first removed.



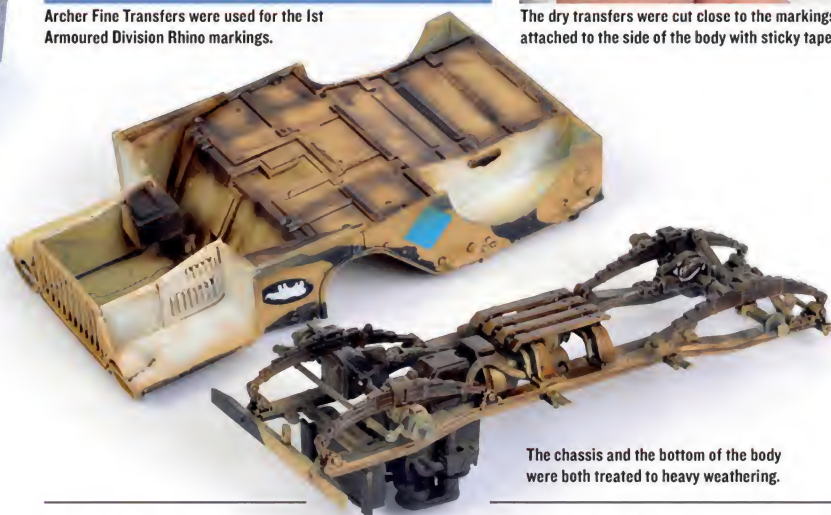
Archer Fine Transfers were used for the 1st Armoured Division Rhino markings.



The dry transfers were cut close to the markings and temporarily attached to the side of the body with sticky tape.



The markings were then rubbed down with the rounded wooden end of an old paint brush for this result.



The chassis and the bottom of the body were both treated to heavy weathering.



The dark camouflage was "chipped" with tiny spots of Tamiya XF-59 Desert Yellow acrylic paint.

pattern. White counter-shading was also applied in areas of deep shadow such as the inside of mudguards and the bottom of tank gun barrels.

I decided to finish my Bantam in BSC. No. 61 Light Stone as the base colour, with Black disruptive camouflage. Mike Starmer's book, "Alamein and After 1942-43", includes copies of all the camouflage diagrams associated with General Order 1650, including the scheme used for Jeeps. I also found a photo of a Bantam in North Africa with the camouflage pattern partially visible. This seemed to

conform closely to the official diagram. The photo revealed a solid coloured diamond on the side of the body, and the Rhino emblem of the British 1st Armoured Division. The passenger in this Bantam was no less a personage than HRH the Duke of Gloucester, who served as a Chief Liaison Officer during WWII.

The first step was laying down the blue shade for the diamond. I decanted a quantity of Tamiya TS-23 Light Blue from its spray can into a small container and applied this bright shade via my Testor Aztek A470 airbrush. When the paint was dry I cut two diamond

shapes from masking tape and stuck them to the sides of the model.

Next, I mixed a 'scale black' shade using equal proportions of Tamiya acrylic XF-1 Flat Black and XF-64 Red Brown. This was sprayed all over the bottom of the body, the chassis, the wheels and most of the upper body too.

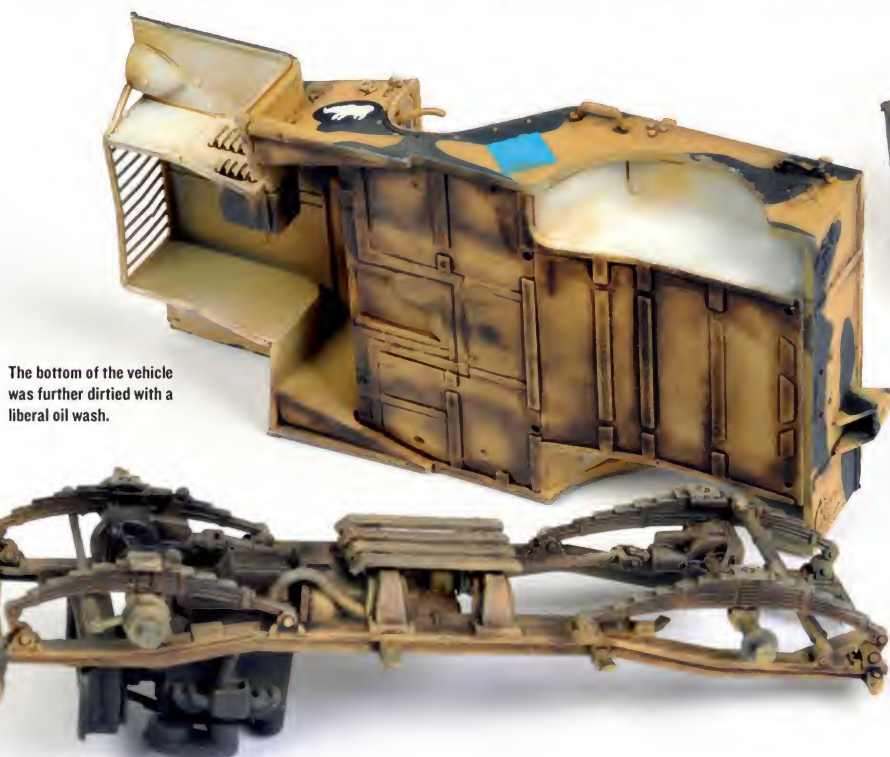
Mike Starmer's book includes colour samples for the typical paints used during the post-Alamein era. I matched the Light Stone colour chip by mixing about 80% Tamiya XF-59 Desert Yellow with 20% XF-1 White.

Using the reference photo and the camouflage diagrams as a guide, camouflage masks were marked and cut from broad masking tape. These were applied directly to the vehicle before the model was sprayed with several light coats of my Light Stone mix.

White counter-shading was now sprayed inside the wheel wells.

The very stark appearance of the raw paintwork was toned down with several thin brush-coats of Mig Productions' Brown Filter for Desert Yellow. The key to using filters is to apply very thin layers.

Two instrument dials from ►



The bottom of the vehicle was further dirtied with a liberal oil wash.

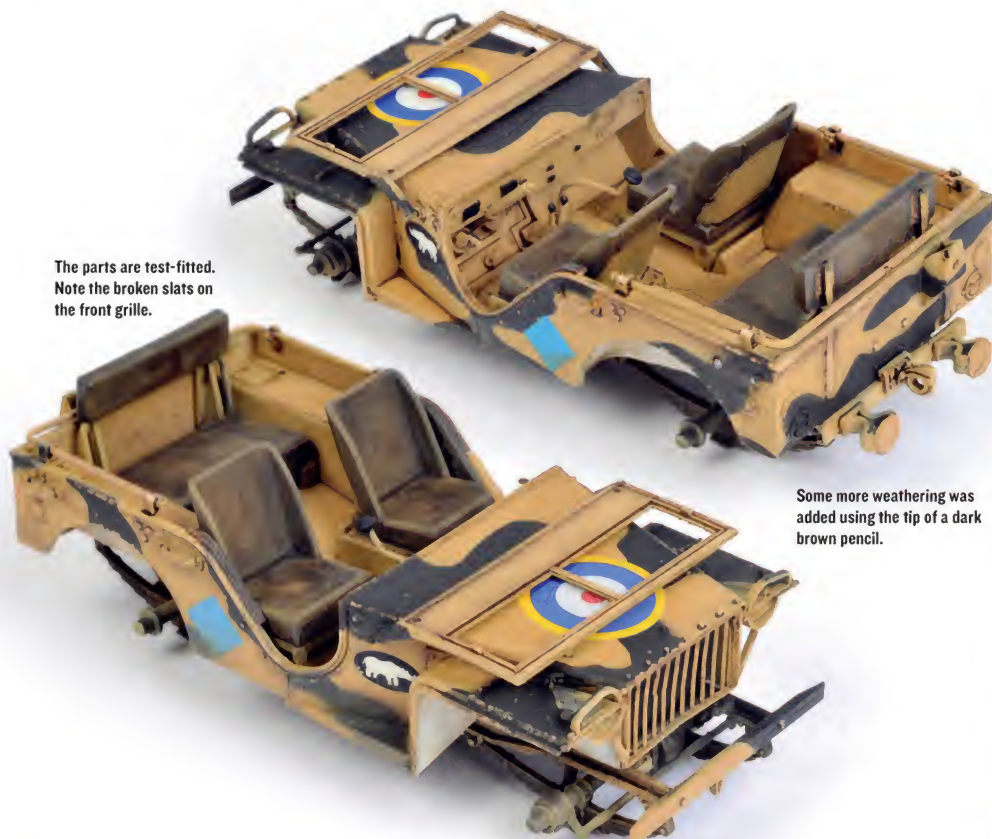


The wheel hubs were masked with pieces of tape cut using an Olfa Compass Cutter. They have been temporarily attached to a small box using Blu-Tack to ease handling while painting.



Smaller details await final weathering before assembly.

The parts are test-fitted. Note the broken slats on the front grille.



Some more weathering was added using the tip of a dark brown pencil.



Mig Productions' Beach Sand pigment was mixed with Europe Dust, blended with water and applied to the tyres and sides of the Bantam's body.

A condensator was scratch built from plastic tube and sheet, with lead foil straps and a brass strip mount.

It is unlikely that the condensator was used outside of the SAS and the Long Range Desert Group, but it served a purpose on my Bantam.



Archer Fine Transfers' "US Gauges and Interior Stencils" were added to the middle of the dashboard.

The 1st Armoured Division's Rhino was sourced from Archer Fine Transfers' rub-down decal sheet, "8th Army Arm of Service & Formation Signs 1940-42", item number AR35069.7. The markings were cut closely from the sheet and temporarily tacked in place using sticky tape before being rubbed down with the rounded wooden end of a paintbrush.

From June 1942, orders were issued to paint air recognition markings on vehicles in North Africa. This was to take the form of an RAF-style roundel on the upper surface of the vehicle. Although the front of the Bantam was not visible in the reference photo, I applied a roundel to the bonnet robbed from Bison Decals' 1:48 scale decal sheet, "Kiwi Armour", item number 48004.

Varying degrees of additional weathering were applied to the model. The chassis and the bottom of the body were subjected to a heavy application of airbrushed grime, while the effect was more subtly applied to the upper body and wheels. The black areas of camouflage were 'chipped' with tiny spots of Desert Yellow paint, especially along edges but also randomly in larger patches of the dark colour. An oil wash of heavily thinned Winsor and Newton Raw Umber was also brushed liberally on the lower surfaces and more selectively on the inside, sides and top of the body.

I broke a few of the delicate slats on the radiator grille while handling the model during painting. After repairs the damage was barely noticeable, but I thought I would further disguise the scars. SAS and Long Range Desert Group Jeeps were fitted with a device called a condensator. This was an external container that acted as a water condenser and recuperator. Although I have received expert advice that this device was almost certainly not fitted to vehicles outside the SAS and LRDG, I scratch built a condensator for my Bantam scout. The body of the container was cut from plastic tube, the top and bottom were punched from thin plastic sheet, the mount was bent from brass strip, and the straps are lead foil.

The cap was also punched from plastic. The two tubes were cut from lengths of fuse wire. The condensator lends extra character to this desert scout, and it also hides the slightly bent slats!

Chipping of the interior and exterior Light Stone surfaces was added with the tip of a dark brown pencil. A few thin coats of Polly Scale Flat Clear tied the camouflage and weathering together nicely.

The clear windscreen panes were masked and a thin black border was painted on each to represent sealant, and also to hide any rogue spots of glue. The panes were secured with acrylic Gator Grip. The reflective part of the mirror was cut from a polished section of self-adhesive Bare Metal Foil.

Just as I thought I was finished, I managed to lose one of the strut devices on the side of the windscreen. Rather than have a lop-sided windscreen, I scrapped the remaining solid kit part and bent two new struts into shape from small staples taken from a Tamiya clear plastic bag. A mount was added to each from plastic strip before painting and gluing them in place. Losing the part was a blessing in disguise, as the new struts are much thinner and in-scale than the solid pieces supplied with the kit.

The project was completed with an application of Mig Pigments on the lower body, tyres and the rear of the vehicle. Some pigment residue was also added to the footrest area behind the front mudguards.



Most of the Mig Pigments have been scrubbed off with a stiff brush. The reflector for the mirror is cut from self-adhesive Bare Metal Foil.

CONCLUSION

MiniArt's 1:35 scale Bantam is a finely detailed model. The finished product rivals the best mainstream products, but some preparation, care and test-fitting is still required during construction. I am looking forward to seeing what MiniArt has in store for us in the future. ■

"The finished product rivals the best mainstream products, but some preparation, care and test-fitting is still required during construction."



The completed model is undeniably Jeepish. The main giveaways are the squared-off front mudguards and the bug-eyed grille. MiniArt supplies clear lenses for its headlights.

Modelspec

MINIART 1:35 BANTAM 40 BRC

KIT NO. 35014

Materials

Lead foil; plastic tube and sheet; staples from a Tamiya bag; Bare Metal Foil.
Archer Fine Transfers' rub-down decal sheets: "8th Army Arm of Service & Formation Signs 1940-42", item no. AR35069.7, and "US Gauges and Interior Stencils" item no. AR352098
Bison Decals' 1:48 scale decal sheet, "Kiwi Armour", item no. r 48004.

Paints & weathering

Tamiya Acrylics - XF-1 Flat Black; XF-2 Flat White; XF-51 Olive Drab; XF-59 Desert Yellow; XF-63 German Grey; XF-64 Red Brown.
Winsor and Newton oil paints - Lamp Black; Raw Umber.
Mig Productions pigments - Beach Sand; Europe Dust.
Mig Productions Filter - P402 Brown for Desert Yellow.

References

THINK TANK, Model Military International Issue 41, 'Bantam BRC-40 - A product of the American Bantam Car Company' by Robert Notman
ALAMEIN AND AFTER 1942-43 by Mike Starmar, Revised May 2007

- ✓ High level of detail; excellent moulding; good fit; useful options; first kitting of this interesting subject in 1:35 scale; includes five figures.
- ✗ Lots of flash; missing instrument dials; some errors in instructions; driver figure too large to fit in seat.

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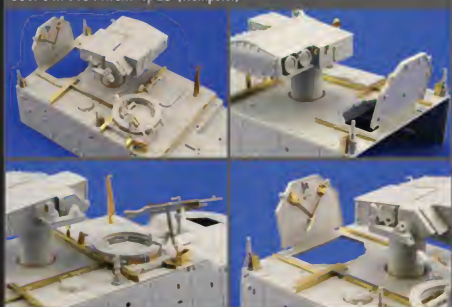
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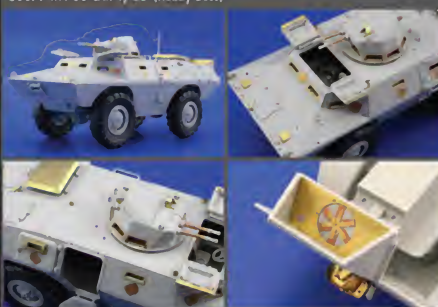
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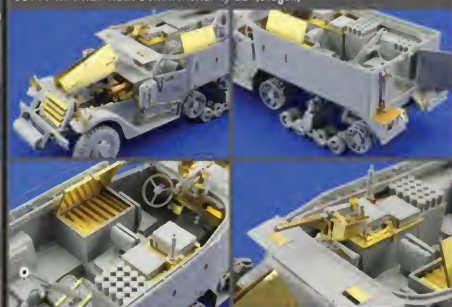
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36077 M-706 CAR 1/35 (Hobby Boss)



35997 M-4 Half Track 81mm Mortar 1/35 (Dragon)



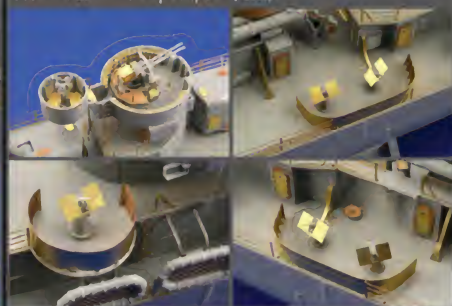
53040 Fletcher 1942 1/144 (Revell)



53041 Fletcher 1942 rollings 1/144 (Revell)



53044 Fletcher 1942 weapons 1/144 (Revell)



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TOO LARGE, TOO LATE

Anthony Sheedy drops everything
to build Tamiya's all-new Jagdtiger.



Don't you hate it? You're all fired up to finally paint that model you've spent the last couple of months on, and then a new kit arrives. You try not to get involved with another new build - there are already so many unfinished in the cabinet - but the exceptional box art lures you in. You tell yourself perhaps you'll just crack open the lid to look at the sprues, if only to see what the manufacturer has missed. You're not starting it. Honestly.

Then, before you can even admit that you're lying to yourself, you've mated the hull halves together to see what it might look like when completed and the bug has bitten.

That's how I came to build the newly released Tamiya Jagdtiger - a kit so brilliant that I even managed to finish the entire model before starting something else.

Normally I find a photo of a vehicle that appeals to me, and then I'll start the model based on that photo. In this instance however, I started the model with no direction, with a causal disregard for whatever direction the model was heading. Thankfully, I was lucky enough to find a photo of an abandoned Schwere Panzer Abt.653 Jagdtiger '233' while surfing the Missing-Lynx website. This vehicle instantly appealed to me thanks to its mix of early and late features. The red primer visible from where the fenders had been removed also gave me the excuse I was looking for to do a primer based model.

HISTORY

After cutting its teeth as Sturmgeschütz-Abteilung 197 from November 1940 until April 1943, the unit saw service on the Russian Steppes and was rewarded for their gallantry by being restructured into the Wehrmacht's first Schwere Panzerjäger-Abteilung, or Heavy Battalion. The brand new unit was fitted out with Ferdinands and fought it out at Kursk before the 1st Company attempted to delay the inevitable in Italy with Elefants and Brumbars, while the 2 & 3rd Companies continued to combat the Soviets in the East.

The first Co. of Schwere Panzerjäger Abteilung 653 received only 7 (each Company was supposed to have 14) of the new Jagdtiger heavy tank destroyers in December 1944, and was expected to take part in the Ardennes offensive. However, they were ineffective during this campaign due to bombed rail networks. Things didn't get much better for the unit due the vehicles' poor reliability (both by sabotage and overloading of mechanical systems), high fuel consumption, slow firing and the probably too late fielding of these 80 ton monsters. In the end the Jagdtiger did little to stem the Allied tide, and due to the mentioned shortcomings never really lived up to expectations. The unit disbanded in early May 1945, after blowing up its sole remaining operational Jagdtiger. ▶



Tamiya's new 1:35 scale Jagdtiger is great straight kit from the box, but the author decided to make a few changes for this project



This model represents a late production version. The most obvious difference is the extra set of track hangers in the middle of the hull.



The rolled armour and cast texture was enhanced with liquid cement and stippling.



The incorrectly shaped moulded kit fender mounts and replaced them with some antique Anvil Miniature items.





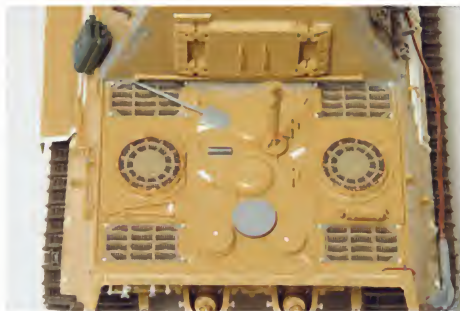
Stowage was randomised on the vehicle. Tool locating holes along the hulls sides were filled with plastic rod before equipment was attached.



The big weld beads were enhanced and improved.



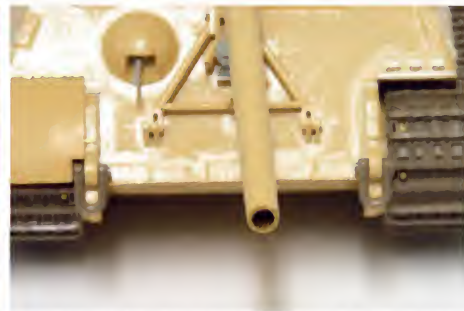
Only minor enhancements are required on the rear hull.



Stowage was randomised on the vehicle. Tool locating holes along the hulls sides were filled with plastic rod before equipment was attached. Photo-etched grilles are provided in the Tamiya kit.



Photo-etched grilles are provided in the Tamiya kit. Cast texture was added to the superstructure front using Gunze Mr Surfacer.



The barrel was finished with rifling sourced from an old photo-etch set.

◀ BUILDING TAMIYA'S NEW JAGDTIGER

Tamiya's all-new 1:35 Jagdtiger doesn't really require rebuilding in order to get a great result. In typical Tamiya fashion, plenty of scope has been built in for those wishing to add details and refinements without the need to reinvent the wheel. After building mainly DML kits of late, it was a nice change to see real progress in each construction step, without sifting through seemingly endless sprues of Panzer IV road wheels and 900 part suspension assemblies. Even the "challenge" of using the two-half kit barrel was a step I enjoyed and managed to complete with not a small amount of self-satisfaction. I finished the barrel with rifling sourced from

an old photo-etch set, an addition much needed on such a large opening.

Although the rolled armour and cast texture achieved by Tamiya is commendable, I decided to enhance it. Using a now well-known method, I applied liquid cement to the surface before stippling it with a brush. Once this had dried, I sanded over it using a sanding stick. I feel this is a very realistic armour plate finish, and is pretty easy to adjust by either re-stippling the plastic or more sanding. I should also add that, as I wanted to randomise the tool stowage, I first filled the many tool locating holes along the hulls sides, with plastic rod. Cast texture was added to the superstructure

front using Gunze Mr Surfacer. Cast numbers were added to the mantlet, then casting seams from plastic rod, before blending them all in using Mr Surfacer. The casting mould seams are really only seen on the Jagdtigers with Porsche suspension, yet one of the interesting features of '233' is that it also has this unique feature.

The two main areas I thought needed immediate improvement were the big weld beads and the side fender mounts. I removed the incorrectly shaped moulded kit fender mounts and replaced them with some antique Anvil Miniature items I had been saving for a special occasion. The welds were re-done using 10 thou Plastruct rods, and a pyrograve.

I simply glued the rod into place and, depending on the weld types required, either built these up with a few rods (as in the case of the front and rear to hull joins) or just a single rod (for items such as an armoured periscope guard). The reference for the welds came from photos in the thoughtfully supplied document that Tamiya provides in this kit.

If you are modelling a particular Jagdtiger, a close look at the superstructures will determine if you also need to reshape the armour plate interlocks where the front plate joins the hull sides. Tamiya seem to have simplified the kits ones, which more resemble the type found on the prototype or initial Jagdtiger. The addition

These relatively simple modifications lend a different look to Tamiya's big Jagdtiger.





The model is finished in typical late-war colours. The base coat represents the pinkish primer, with the Dark Yellow and Dark Green being sourced from Gunze Israeli aircraft colours. The strip at the bottom of the hull sides was masked off to depict the raw primer underneath the missing fenders. One of the spare track links has been intentionally reversed, lending further interest to the bulky superstructure. Weathering includes some serious scratches and scrapes on the superstructure.



of flame cuts was completed using the pyrograve and a coarse file. Finally, I filled in the fender locators on the rear plate and cut the front left fender off. As a result, a small fillet of plastic card being needed to fill the step left. The remaining fender brackets were made from microscopic Japanese brass tubing from Sinshegumi and plastic card, finished off with some plastic rod weld beads.

With the hull completed I could move onto the details. I wanted to enhance, reshape or thin down the kit parts rather than waste my life trying to make sense of etch brass. It is much simpler for me to make the kit parts do what I want them to do, rather than wrestling with etch to persuade it into the appropriate shape and position. I started by drilling out and thinning down the gun cleaning rod mounts and making new mounts from plastic rod. The tools were all detailed per the photos, and had new mounts

and gun cleaning rods made from plastic card. The middle track hangers and main brackets for the tow rope ends were sourced from the DML spares box. '233' has the unusual and rarely seen 'early' mantlet, with the raised casting ribs. This type of mantlet is normally only seen on Jagdtigers with the "Porsche" suspension. In order to create the 'early' mantlet with the raised casting ribs, I glued

PAINTING & WEATHERING

After a relatively painless build, I approached the painting of the model as I imagined the real vehicle would have been finished in the factory. Rather than just invent a camouflage scheme, I attempted to put the same amount of research and study into the paint job and how the paint was applied as I did with the Jagdtiger's details. With such a large vehicle, I imagined

references both in print and online, I learnt a fair bit about how the Germans painted their tanks.

Although this information could change at any moment, I decided to run with what I had so that I could at least finish the model with the information that was at hand. These vehicles apparently were not given a yellow base coat, presumably in order to save time and paint. The red-primed tank with the black/grey primed gun barrel were to be sparingly painted in the allotted camouflage colours, using the primer base coat to make up some of the scheme. This is evident in the first photo of '233' where you

can see the red primer where the side skirts have been removed. Although it could be possible that there are the three camouflage colours over the primer, I decided to run with just yellow and green.

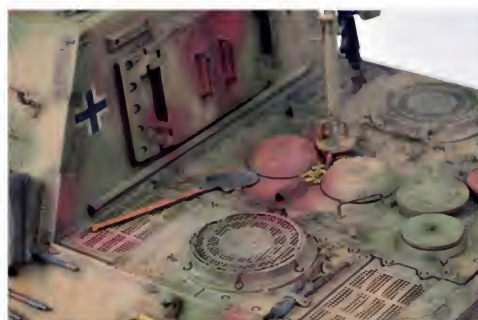
While I was at Euro Militaire in 2007, it was explained to me that these vehicles were most likely finished at the factory by two

“In typical Tamiya fashion, plenty of scope has been built in for those wishing to add details and refinements without the need to reinvent the wheel.”

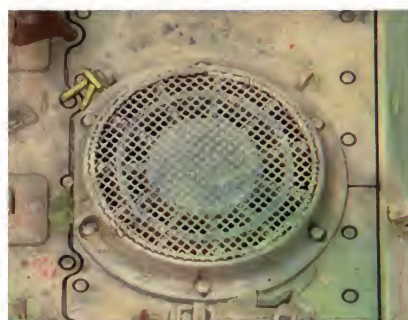
a ring of 10 thou plastic rod around the mantlet and added 6 spokes of the same rod coming from the ring. At this stage I also added some casting numbers from both the Slaters and Aber alphabet sets. I then built up and blended in the casting ribs using a mix of putty and Mr Surfacer.

that the sides, front and back were painted from ground level, where as the horizontal surfaces were painted after the painters had climbed up onto the vehicle. The end result is that the colours don't always match up, and there are breaks in the camouflage pattern that added a lot of visual interest.

After consulting many



Washes of brown black were added over a light post-shade. This shows up well on the engine deck.



The wash helps subtly highlight the structural detail.



A spare head from Alpine has been added to Tamiya's Driver figure.



The chunky weld beads on the armoured machine gun mount are moulded onto the kit parts.



Heavy weathering obscures the camouflage colours of the road wheels.



This is the Commander figure supplied in the kit. Replacement head and hands from Hornet have been added.

painters at the same time. The scheme is not field applied and, as such, each Jagdtiger's camouflage pattern followed a similar style. This is reflected in Tamiya's painting instructions. One oddity that can be seen on some factory applied schemes is that the order of the camouflage colour layers can reverse from one side of the vehicle to the other.

In other words, the green is under the yellow on the right side, as Painter 1 started there, and he had green in his gun. However Painter 2 had yellow in his gun and he started on the left side. Thus, when each painter had finished his side, they just walked around the vehicle and started applying their colour over the top of the one added previously.

Although I can't provide direct evidence here, the person did have photos showing this phenomenon, and I used these images as my inspiration.

The model was first given a shot of Tamiya grey primer before the base coat of a Gunze/Tamiya acrylic mix was sprayed on everything except the gun barrel. The barrel was painted in black grey, as Krupp (the German arms manufacturer) deliver the barrels pre painted in a heat resistant lacquer that was a black grey colour.

The yellow and green were sprayed next in an attempt to achieve an accurate representation of the camouflage scheme. Gunze brand Israeli aircraft colours were used, darkened and lightened with Tamiya Red Brown and Flat Flesh respectively.

I then dry brushed each colour with lighter shades of Humbrol enamels, using separate colours so as to not lose the individualism of each colour.

The markings were a bit of a problem, as no one seemed to make an acceptable '2'. The '33' was provided in the surprisingly thin kit decal sheet, and after a fair bit of experimenting I found the '2' most suitable in an Archer sheet designed for 1SS Panthers. I had to brush over the outline with white paint, because the Archer outlines were very skinny when compared to

the '33' next to them.

Once the clear coat of Gunze Flat had dried, I dry brushed the decals to tie them into the slightly faded paint scheme.

I applied the typical washes of brown black over a light post shade before adding the mud and various earth tones of oil paint to achieve the dusty look. I continued this theme onto the back deck, but with the addition of oil stains and grease stains on the wheel hubs. As the Jagdtiger is only a month or two old, I didn't want to over do the weathering and lose the original colour and vibrance, something that I have had happen when trying to control pigments. I wanted to move on from the current weathering method du jour, which can make models look like they have been the unfortunate victim of an explosion at a pigment factory if they haven't been applied correctly.

The figures included in this kit are probably the best I have seen from Tamiya. I felt I that I could get away with minor detailing and the addition of Hornet head and hands to the Commander, while the driver received the spare head from an Alpine figure to which I added copper wires. Due to time constraints on this build, I outsourced the painting of the figures to Sam Dwyer. The faces

were undercoated with Tamiya XF-15 Flat Flesh, and then detail painted with Winsor and Newton artist grade oil paints.

The uniforms were painted Dickson Ho style - that is they were base coated with Vallejo acrylics, then carefully shaded and shadowed with successive layers of careful highlights and Vallejo filters. The pink collar tabs and shoulder boards were carefully painted again with Vallejo.

I made the nameplate for the wooden base using a rectangle of 20 thou plastic card and Slaters' 'Alphabet' letters and numbers. I marked out the centre of the card and ruled a grid to place the letters squarely.

The characters were then glued on, working from the centre out, in order to achieve the correct spacing. After the glue had dried, I camouflaged and weathered the plaque like the Jagdtiger. This is a really simple and effective way of creating a plaque for your base. This type of homemade plaque also looks good with a chipped and rusty finish. ■

Thanks to Sam Dwyer, Ray Blythe and the guys from www.schwerpunkt.com.au for their ideas and encouragement during this project.



A custom-made nameplate was created using Slaters' 'Alphabet' letters and numbers.

Mud and various earth tones of oil paint were added to achieve the dusty look.



Modelspec

Tamiya 1:35 Jagdtiger

Kit No. 35295

Materials

Anvil Miniatures fender mounts, Scrap plastic, Tools and fittings from the spares box.

Paints used

Gunze and Tamiya acrylics.

References

"Schwere Panzerjäger Abt. 653" by K. Munch
 "Stug.Abt.197" by K.Munch
 "Sturmgeschütze...marschi!" by Florian Freiherr von und zu Aufsess
 "Panzer-Tracts 5-3" by T.Jentz & H.Doyle
 "V.K.45.02 to Tiger II" by T.Jentz & H.Doyle

✓ Fast and trouble-free assembly; generally very accurate; includes link and length tracks, and photo-etched grilles.

✗ Simplified tools; underwhelming weld beads.

Available from

All good model shops Worldwide.

Rating ●●●●●●●○



Anthony Sheedy is impressed by Zvezda's high standards in its latest kit, the 1:35 scale Mercedes L4500A 4x4 truck.

4 X 4 HEAVY TRANSPORT

The Mercedes L4500A was one of the mainstays of the German army's logistical support during the Second World War. Equipped with a 112hp, 7.2 litre diesel engine, it was available in two basic versions: a four wheel drive 'A' version as depicted by the model, and the two wheel drive 'S' version. A total of 9,500 L4500 trucks were manufactured from 1939-1944. They were widely used by all German military units during WWII. This versatile vehicle saw service on both the Western and Eastern fronts. As well as being a reliable heavy transport, it formed the basis for a number of specialized vehicles. These included radio trucks, fire engines, field kitchens, mobile workshops and a platform for mobile Anti-Aircraft guns.

With so many potential conversions, I was delighted and surprised that this long-awaited base kit was of such a high standard. In fact, I even changed my mind and have now decided to build the model straight from the box as a transport truck. I must admit that I was not expecting too much from a Russian manufacturer after several unfortunate experiences with my ill-considered purchase of a second hand Lada Niva, however this kit has come close to changing my opinion of Eastern European manufacturing standards.

There are essentially no sink holes or flash amongst the 250

clearly molded parts attached to the six sprues. Zvezda has clearly come a long way recently. The kit also contains one clear plastic sprue with windows and headlight lenses, comprehensive instructions and a small sheet of water slide decals with markings for two vehicles - a plain grey version from the 62nd Infantry Division and a 3 colour scheme belonging to the 24th Infantry Division. The box art is quite well done and correctly shows the roof triangle in the folded position. The instructions direct you to have the roof triangle raised, however the triangle is only raised when the truck is towing.

The engineering Zvezda has put into this kit is higher than any of their previous releases, and it shows in a few key areas. The wheel design, cargo tray and cabin are all moulded with no knockouts, making construction and detailing much easier. Other nice touches include the complete engine and transmission, which may be displayed by following the kit instructions to modify the engine access panel; the detailed drive train, which also includes drum brake and hub detail; as well as two useable figures of a driver and a mechanic.

The woodgrain on the cargo tray is quite well done, but will look a bit convincing with a light sanding to knock off the slight round-topped look of the grain. Full marks to Zvezda though, for doing all the wood grain cargo sides and floor with no knockouts.

This smart feature saves the builder a lot of clean up time. The wheels/tyres are constructed from multiple sections and have a nice civilian pattern. Although usable, I think these still look a bit basic and a set of replacement wheels will be an improvement.

I would have liked to have seen more detailing in the inside of the cabin, however this won't be a problem if the doors are glued shut. The roof will also need careful aligning to ensure the gutters above the doors are evenly spaced. This won't be a problem if the doors are modeled in the open position.

The build was very straightforward, with the fit of parts being on par with their Japanese competitors. I am quite happy with the results and would give it 8 out of 10. Although it can be built straight from the box, it will be improved with some small additions such as minor cabin detailing, a set of new wheels. A wider range of markings and a cargo tarp would have improved the kit's potential straight from the box too.

Lastly, from late 1943 to late 1944, 1,480 were produced by Daimler-Benz as halftracks named 'Maultier' (Mule). I am eagerly awaiting Zvezda's release of this version, after being pleasantly surprised with the fit and quality of their L4500A cargo version. ■

Thanks to JB Wholesalers for the review sample
www.jbwholesalers.com



Engine access panels may be modified to display the engine.



The tyres are supplied in three parts each and feature a civilian-style tread pattern.



Moulding is to a very high standard.



Doors are separate and may be posed open or closed.



The interior will benefit from minor additional detailing.



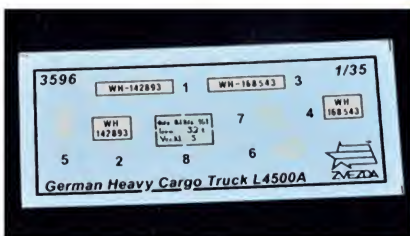
The multi-part engine is well done.



There are no knockout pins or sink marks, even on the inside of the cargo bay sidewalls.



Clear parts are supplied for the windscreen, side windows and optional headlight lenses.



Markings for two vehicles are offered on the decal sheet.



Woodgrain is pretty nice, but might benefit from light sanding before assembly.

TITANIC T-34

Frank Helmling reduces Trumpeter's big 1:16 scale T-34/85 to a wrecked state using after market parts plus some judicious painting and weathering.

When Trumpeter launched their big T-34s, I knew that I had to buy one. I started a super-detailing project on the kit almost immediately, but a bunch of other modelling projects saw this big model set aside for a couple of years. The T-34 was recently dragged back onto the workbench by a client's requirement for a large-scale diorama with a Tiger, a dozen figures and a knocked-out Soviet tank in the background. I skipped all of my original super detailing plans since most of the interior would not be visible once the hull was closed, except for a few open hatches and missing panels. Additional detail was not really necessary in most areas of the exterior, except for the fenders, stowage bins and the machine gun barrel. PART from Poland offers three sets of photo-etch for the T-34 but, for whatever reason, the rear fenders are not featured in any of their releases.

The PE sets, in my opinion, are not bad, but they are not very cleverly planned in their choice of subjects.

Trumpeter's 1:16 scale T-34 is a hammer kit for an unbeatable price. The quality is good in terms of fit and layout, even though it is less than excellent in some areas. But overall, considering its price (and this should be repeated), a fantastic kit!

MEDIUM OR WELL-DONE?

The first question I had to answer myself was: cooked or moderate, medium or well-done? How would an abandoned tank look like after a few days/ weeks?

The story behind this tank is that infantry anti-tank weapons caused it to throw a track and forced the crew to bail out. Afterwards the tank was hit on the turret front by a German tank. The remaining rounds stowed inside the tank exploded, lifting the turret and causing only a minor fire since most of the ammunition and fuel had already been used.

The tank wasn't completely cooked, just set on fire in some areas.

This story, and the layout of the kit's interior, led me to leave the rear of the hull open. I made use of PART's framework for the gearbox compartment to realistically display how this section looks like when the rear cover came off. A torn front fender, two cooked road wheels and the turret fragmentation, which was achieved by drilling a whole and reworking it with putty, completed the battle damage. ►



“Trumpeter’s 1:16 scale T-34 is a hammer kit for an unbeatable price.”



Surface texture was enhanced with a motor tool and loads of putty.



All surfaces were re-textured, even if it was only a small retouch with liquid cement.



The completed model received an overall coat of Tamiya Grey Primer straight from the can.



A ventilated spray booth is a useful addition to the workshop, especially for larger models such as this. The shading and base colours were mixed from Tamiya acrylic paints.



The heavy texture of the turret still shows through under the base green coat.



The engine compartment remains on display after construction.



The overall dark green is modulated with several selective coats of the paler shading colour.

TEXTURING

Texturing is a big issue with this kit, as the T-34 offers enormous potential for almost every technique in the modeller's arsenal. The turret's cast structure, although present on the kit's mouldings, was reworked using a motor tool and loads of putty.

This is always a fun part for me, sitting in front of the computer and searching for references while smearing the putty all over the turret.

My philosophy is to leave no part

of the surfaces untextured, even if it is just a small retouch with liquid poly. This leads to an individual appearance, which to my mind is what modelling is all about.

As usual, paint preparation was done prior to the painting process using Tamiya acrylics.

PAINTING AND WEATHERING

I mixed the base colour from Tamiya XF-61 Dark Green and XF-58-Olive Green. The next step was adding a big splash of white and a few drops of yellow to the colour

in a marmalade jar together with a fair amount of gloss varnish. Some GUNZE Mr. Retarder came next. This slows down the drying time and smooths the finish of the dry surface. Alcohol was added to a ratio of two parts thinner to one part paint mixture, then 3-5 small lead balls were dropped into the jar. The concoction was well shaken to ensure a thorough

mix. Two shades were created - the original base colour and a "shader", made by adding more white and yellow.

I began painting with a primer coat of grey rattle-can Tamiya paint. This was followed by a couple of light coats of the acrylic dark green mixture as described above. This was then lightened a bit with the "shader" mixture.



Tech Tip! - CANDLEHOLDERS

These little aluminium candleholder cases are perfect for keeping small mixtures of washes or other stuff like pastels. Since they are so cheap, you can just put them into the dustbin after use.



The model is nearly complete here. Note the dirty, sooty appearance of the hull and turret.



The exposed transmission adds real interest to the finished model.



Damage added includes the bent fender and the round that has penetrated the turret.

A couple more overall thin coats applied until I was satisfied with the coverage and colour.

Next, I wanted to add some depth and variance to the base colour using the "dot" or "fading" or "colour modulation" method, call it what you like, as explained in the Tech Tip section.

Now the whole model received a coat of Tamiya X-22 Clear in preparation for the decals.

Most of the edges of the model received a fair

amount of Gun Metal Pastel from Tamiya's Weathering Master Set C. I use this as a quick and dirty alternative to my proven, but time consuming and rather expensive, "priming everything with GUNZE Mr. Metal and polish the base colour away on all edges afterwards" method.

Time for soot now. I airbrushed small areas with Tamiya XF-1 Flat Black and again applied their superb Weathering Master pastels, this time Soot from set B.

I added some wear and tear along these edges using the sponge method, which consists of a small piece of the green scouring pad that comes attached to regular kitchen sponges. I used grey Humbrol enamels, dipping the

sponge in the paint, blotting the excess off on paper, then dabbing around the edges of the model as needed. After this, the whole model received another coat of Tamiya X-22 Clear to seal the paint and weathering. A further coat of Gunze Acrylic's H2O Flat Varnish prepared the model for the following oil washes. I prefer to apply my washes over a dull surface.

After the flat coat was dry, it was time for the oil washes. I began with an overall sloppy wash using heavily thinned Van Dyke Brown oil paint followed by several more precise washes of the same colour, cleaning off the excess as I went. Once I had the build-up of colour I was looking for, I moved



The metallic appearance of the transmission is obvious in this view. The author has also delivered a convincing burnt and rusted finish to the rear hull mounting strips.



Tamiya pastels add a subtle finishing touch.



The base coat is applied.



Streaking and fading with oil paints makes a big difference.



Different colours may be applied from candle holders.



Stark variations in colour may be toned down with later weathering.



Fading with oil paints lends interest to an otherwise potentially drab overall finish.

Tech Tip! -

FADING WITH OILS

Oil paints are the key to bringing a realistically irregular appearance to our kits.

These were applied with a toothpick then, using a brush and thinner, the colours were blended with the base. This is done using up and down strokes. Don't forget to clean off the excess paint as you go. As the thinner starts to dry, the effects of the filter start to become apparent. The beauty of this method is that you have plenty of work time to work the paint in and clean as much or as little off as you like. Use your imagination, and also check out the surface of real steel. As I tend to say - it is all there, just take a look!



Subtlety and variety are the keys to using oil paints and pastels.



Layering and blending have been enhanced with chipping using the sponge technique.



The cast factory finish of the T-34/85 tank's turret was very coarse.



Trumpeter's individual track links look great straight from the box. They lend themselves to the author's wreck scenario.



The variation of the base colour may be seen to good effect on the rear deck.



Only minimal interior detail is visible, but some nice touches have been added. Note the spring protruding through the driver's seat cushion.

onto the second wash. This used a mixture of Van Dyke Brown" and Ivory Black applied more heavily then, as it began to dry, I again cleaned off the excess using downward strokes with a clean brush, continuously cleaning it off on a paper towel. This results in a dirty streaky appearance.

With the model now getting nice and dirty, it was time to add some worn metal while I still had a chance to weather it down afterwards. I lightly dry-brushed selected areas using Rembrandt's Silver oil paint to add to the

metallic impression of the vehicle.

This was followed by another wash of Ivory Black and Van Dyke Brown, knocking the shine off the dry-brushed steel in the process.

Rust is a big issue on such a vehicle and it was achieved using Rembrandt Orange Oxide Transparent oil paint for the downward streaks. Patience is a real virtue at this stage. After adding small dots of it to the worn metal spots, I waited 24-48 hours before blending them with a turpentine-damped brush. Tamiya Weathering Master sets B

and C offer some nice shades of rust. These shades were coloured with selective washes of well-diluted Rembrandt Orange Oxide Transparent oil paint.

A small amount of Faber-Castell pastel chalk was used to add some small amounts of dust and dirt here and there, mainly to the front of the vehicle. The pigments were applied with a small brush and then scrubbed lightly into the finish where desired, brushing away the loose pigment in the process.

CONCLUSION

With such fabulous kits and their M-16 Half Truck and King Tiger now also available, Trumpeter is really contributing to the expanding 1:16 scale market. This is a great model at a low price that looks fantastic when built straight from the box, but still offers the opportunity for super detailing if desired. ■

Modelspec

1:16 Trumpeter T-34/85 Model 1944 Kit No. 00904

Paints & Materials used

TAMIYA

XF-1 Black, XF-2 White, XF-3 Yellow, XF-9 Hull Red, XF-58 Olive Green, XF-61 Dark Green, X-19 Smoke, X-21 Flat Base, X-22 Clear, Weathering Master A, Weathering Master B, Weathering Master C

GUNZE

MR. Retarder, Hobby Color H-20 matt acrylic varnish

REMBRANDT

Orange oxide Transparent, Silver, Black, Van Dyke Brown

FABER CASTELL

Pastel chalk in different dusty shades

- ✓ A pleasure to build, Unbeatable value for money.
- ✗ Nothing worth mentioning.

Available from

All good model shops Worldwide. Trumpeter is distributed in the UK by Pocketbond and in Australia by JB Wholesalers www.jbwholesalers.com.au

Rating ●●●●●●●●●●

This impressive result was obtained with a minimum of after-market assistance. Imagination and paints were the main ingredients.



MEET THE AUTHOR - FRANK HELMLING

Born: 29 January 1965 • Location: Mannheim, Germany. I have been modelling since I was seven years old, with a big break in my teens and early twenties while I was involved in competitive sports and the matter you cannot avoid in those years, girls and clubbing. I started my modelling comeback in 1991 with a 1/16 Tamiya radio controlled King Tiger. Soon after, I was diagnosed with a severe form of kidney failure that forced me onto a dialysis regime for nearly 10 years. After nearly knocking on heaven's door I received a

transplant donated by my father in early 2000. During all those not-so-easy years, I concentrated on two things: small but well planned workouts and modelling. I like to see a kit like some kind of a three-dimensional artwork, so in my opinion the use of oils is what it is all about. ■



From the Front Line

FROM THE FRONT LINE is a regular new feature for Model Military International magazine. If you have seen recent overseas service, or if you are on the front lines right now, we'd love to see your photographs of vehicles, uniforms, or other items that might be of interest to military modellers. Send your photos or enquiries to editor@modelmilitary.com

ARMoured CAB LMTVS

Joel Russ recently came upon several 6 x 6 LMTVs in Afghanistan. They make an interesting comparison to the 4 x 4 Trumpeter M1078 reviewed on page 60.

This 6 x 6 LMTV is fitted with the armoured cab and is towing a 155mm gun. Note the NATO camouflage on the tray.



Here are some photos of LMTVs in Afghanistan. These all have armoured cabs but one of the 6 x 6 LMTVs here has the older version with the vertical sides. The newer armoured cabs feature sloping armour.



Forward view of the armoured cab on another 6 x 6 LMTV. The style of armoured cab is the same on the 4 x 4s.



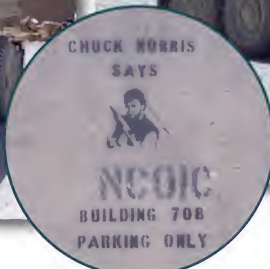
The sloped armour of the later cab may be seen here.



The earlier style of armour featured fairly simple, straight sections.



The LMTV is not a small vehicle, as may be seen in this comparison with a Humvee.



Don't dis Chuck!

CENTAURO, SPANISH STYLE

Trumpeter answers **Mick Capell's** prayers with a new 1:35 scale injection-moulded Spanish VRC-105 heavy armoured car.



Tyres are supplied in flexible vinyl.

I have been waiting years for a plastic version of this vehicle to appear in 1:35 scale. The Model Victoria release was simply beyond my means, and I did not have the confidence to tackle an all resin kit at the time.

Trumpeter has come to the rescue with their injection moulded 1:35 scale VRC-105 Centauro.

I have my own theory concerning the design. After all the engineers and planners had finished, they handed the project over to Ferrari to design the rest. It looks so good from every angle - that's Italian design for you.

So now we have an English modeller, writing for a Australian Editor, building a Chinese kit, of an Italian vehicle issued to the Spanish army. Well, this is an international magazine.

FONDO

The Centauro VRC-105 tank destroyer was designed as a heavy armoured car for the protection of lighter vehicles. It provides its crew of four with sufficient protection against 12.7 mm weapons with up to 30mm for its frontal bolt on armour.

All four axles are powered with the front three steerable, providing the Centauro with good all terrain performance. The V6 engine is rated at 510 hp giving it a top speed

of around 60 mph. I have owned cars slower than this beauty.

This version is equipped with a 105 mm gyro stabilized gun and automated fire control system. While this configuration would be no match for any standard MTB, any lighter armoured vehicle would certainly have a very bad day. In addition, it can carry four fully equipped troops, which increases its mission flexibility.

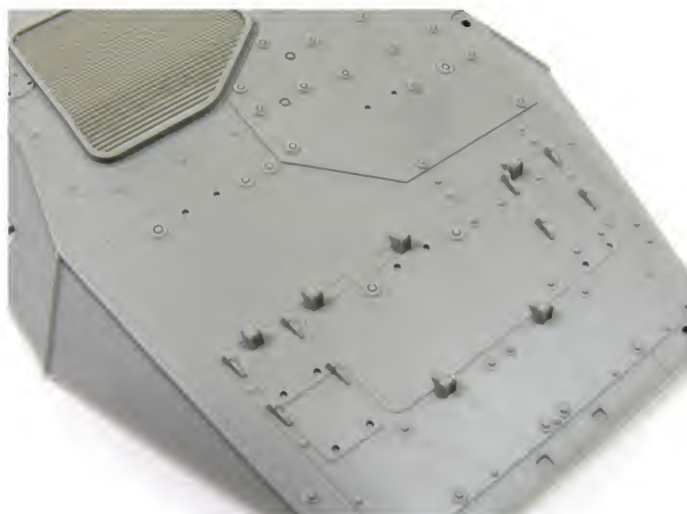
AVANCER

Trumpeter's Centauro is beautifully moulded in light grey plastic. The kit also includes a small photo etch fret, clear parts for the periscopes etc., metal cable for the tow rope, and finally eight vinyl tyres. The instructions are very clear and concise with a logical step-by-step process of construction.

Assembly begins with the one-piece lower hull and the fitting of the various drive shafts, power take-off units and steering linkages. I did not spend too much time cleaning these parts as they are almost impossible to see on the finished model.

Step Two completes the suspension with the addition of the axles and brake units. Considering this is my first Trumpeter kit, I am very impressed so far.

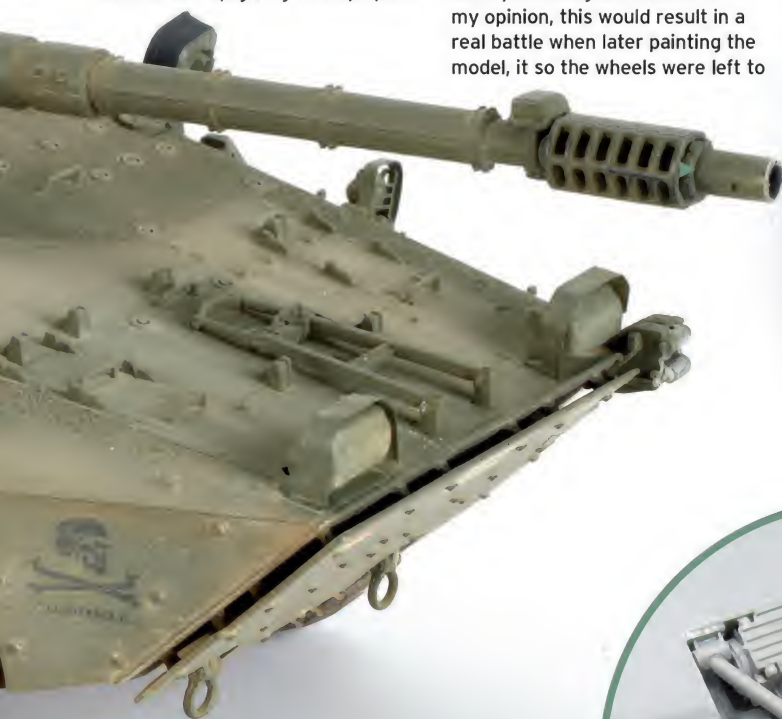
The instructions would now have you fitting the wheels. In my opinion, this would result in a real battle when later painting the model, it so the wheels were left to



Surface detail looks good straight from the box.



Trumpeter has really excelled with their moulded-on detail.



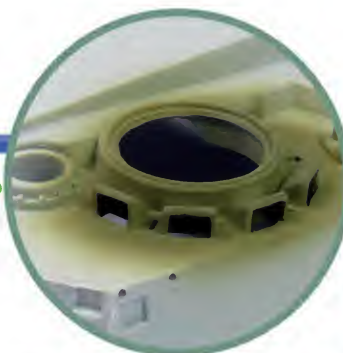
The steering was carefully adjusted by hand to add some interest to the finished model. The front four wheels are slightly turned.



The detail on the rear door is very impressive. It is just a shame that there is no interior parts included.



Side plates were held in place with clips while the glue dried.



Periscope housings were painted Xtracrylix XA1806 Olivegrun, which is actually RAL6003 and a very close match for the overall colour.



Clear parts were prepared using Winsor and Newton Art Masking Fluid.

one side until the final stage. To add some interest, I decided to offset the front four wheels in a steering position. This was achieved by very carefully bending the axle units by hand to a suitable angle.

The rear hull door is made up from six parts. It is perfect when complete and compared to pictures of the real item. It is just a pity that there is no interior structure so I could show off the inside detail of the door.

Moving on to the upper hull I was a bit concerned about the fit of the side plates, parts F22 and G17, due the different angles along the edges. However, dry fitting showed these to be a perfect fit. The parts were secured using normal tube glue, which offered enough time to position them correctly. Several clamps were used to hold the side plates in position while they set overnight.

Trumpeter has thoughtfully supplied clear plastic parts for the periscopes. Prior to fitting, I sprayed the housings Xtracrylix XA1806 Olivegrun, which is actually RAL6003 and a very close match for the overall colour. The periscopes were then secured in place using Microscale Kristal Klear to prevent any fogging to these parts.

NO RESBALAN

Most modern military vehicles feature non-slip coating to some extent. This texture can be very difficult to replicate in this scale without looking like mountain range. However, I may have found a convincing method that is also quite simple. First the surrounding area was masked off. In this case I used a combination of Tamiya tape and Winsor & Newton masking fluid. Next, I sprayed a couple of light coats of Xtracolor X137 light gull grey enamel. This provides

Before the upper and lower hull were joined I glued a piece of plastic card to the lower hull then sprayed the interior black to hide the lack of interior when viewed from above. The rest of the upper hull assembly followed except for substituting the plastic hatch handles for thinner wire ones cut from a wire DIY brush.

TORRECILLA

The turret looks so futuristic that it really is a lesson in design. I did have a slight problem in getting the

poor fit, in fact not even close. A lot of time was spent scraping and sanding to get it to fit correctly.

Apart from this small grumble, everything else went smoothly. Even the turret composite side armour lined up perfectly on their mounting bars. It is also surprisingly robust for such a delicate assembly.

The photo-etch inside the muzzle brake to simulate the perforations in the gun barrel is a really nice addition. These can just be seen on the completed model. In fact, they barely visible on the real thing.

PINTURA E INTEMPERIE

At this stage I had three separate assemblies in front of me - the wheels, hull and turret. These

were all given several light coats of Xtracolor XDBB primer and left to dry for 24 hours. Next, the tyres were mounted on cocktail sticks and sprayed XA1800 Panzer Grey. After giving the airbrush a quick clean up I moved on to the hull and turret, this time using XA1806 Olivegrun. Even though these acrylic paints dry really fast I prefer to leave them overnight to cure properly.

The decals reacted well to Micro Sol setting solution. After a coat of matt varnish, they had that painted-on look. Here is a tip for

“Non-slip texture can be very difficult to replicate in this scale without looking like mountain range...”

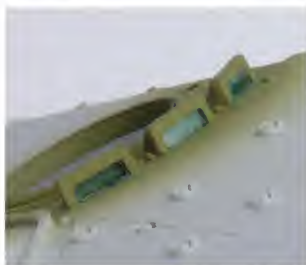
a tacky, slow drying surface for the non-slip to adhere to. For the non-slip surface, ordinary flour was sprinkled over the wet enamel paint and left in place for approximately thirty seconds before turning over and gently tapping to remove any excess.

The flour and paint mixture was left to harden overnight. A coat of primer was applied to seal in the surface of the flour. The result is quite effective and inexpensive. I wonder if self-raising flour makes any difference?

bars on two rear baskets to line up properly, having to use liquid glue to secure each one in turn and leave to dry before moving on to the next one.

The Wegmann smoke dischargers (four each side) are moulded individually. It can be a bit of a challenge to get the different angles looking right, but slight adjustment before the glue set soon had this sorted.

The only part of this build that gave me real trouble was the gun mantlet cover (B45). This is a very



The periscopes may be seen in place. These were masked prior to further painting.



The upper hull was masked off in preparation for non-slip coating.



Flour was liberally applied over wet enamel paint.



After the excess flour has been tipped off, the result is a convincing non-slip texture.



The effect is nicely in scale and quite easy to achieve.



Panel lines and detail parts were cleaned out with the end of a toothpick.



Some of the smaller details were replaced with scratch built items. These handles, hand holds and tie downs have been formed from fine wire.



The gun mantlet cover is well moulded but is a very poor fit.



The vinyl tyres are prepared for their dusty finish.



Two shades of Mig pigments were used to deliver uneven weathering to the tyres.



Kit decals performed well. The same combinations of pigments were used for the hull and turret.



Mud spatters were literally flicked onto the surface of the model.

“No army driver can resist a nice deep muddy puddle...”



The fine Italian design may be appreciated from virtually every angle.

anyone who finds their decals have ‘silvered’. Using a fresh scalpel blade, draw a couple of lines over the decal and re-apply the setting solution. This should fix the problem.

I decided to keep weathering relatively simple. Gulf War Sand and European Dust pigments from Mig Productions were used. These were mixed in different ratios to achieve a weathered look over

the tyres. Excess pigment was removed with a stiff brush and fingertip, which gives an

ingrained and worn appearance. The lower hull was first sprayed with Tamiya XF-78 Wooden Deck Tan, then a mixture of pigment and white spirit was applied by brush over the whole area. When dry any excess can again be removed with a stiff brush.

I employed a slightly different approach for the upper hull and turret. First a light coat of white spirit was brushed over the area to be weathered. Next, a very diluted mix of Gulf War Sand and European Dust was applied with an emphasis on the nooks and crannies. For a final touch, I used an old worn stiff brush to flick some of this mixture

over the lower hull representing puddle splashes - no army driver can resist a nice deep muddy puddle. Once I was happy with the overall appearance the Centauro, it was finished with several light mist coats of Hannants XOFF Matt Varnish, which helps to tie all the weathering together and provides a tough protective finish.

VEREDICTO

This 1:35 VRC-105 Centauro is simply outstanding. Apart from the mantlet cover, Trumpeter has really excelled. This was an enjoyable build from opening the box to completion. ■

Modelspec

Trumpeter 1:35 VRC-105 Centauro

Paints used

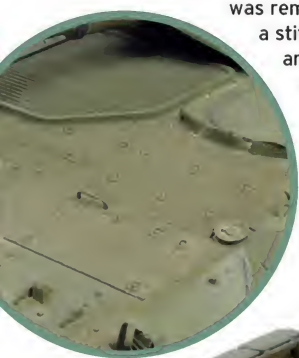
XA1800 Panzer Grey, XA1806 Olivgrun, XOFF Matt Varnish, Mig Production Pigments, Gulf War Sand P037, European Dust P028

- ✓ Great detail; generally good fit; attractive subject.
- ✗ Poor fit of mantlet cover.

Available from

All good model shops Worldwide. Trumpeter is distributed in the UK by Pocketbond and in Australia by JB Wholesalers www.jbwholesalers.com.au Mig Productions products are distributed in the UK by Creative Models www.creativemodels.co.uk

Rating ●●●●●●●●○



The non-slip coating looks great under a coat of paint.



Tools are painted the same colour as the rest of the vehicle.

The car's body is an impressive one-piece moulding.



STYLISH STAFF CAR

Tamiya adds a 1:35 scale Citroen Traction 11CV Staff Car to its growing range.

Tamiya has added a 1:35 scale Citroen Traction 11CV Staff Car to its Military Miniatures range, joining the 1:48 scale version released in 2005.

MMI has received an early shot of the kit's sprues, which are made up from 54 parts in dark grey plastic. The main body is an impressive moulding that includes the bonnet, roof, boot,

rear fenders and back doors in a single piece. The bottom of the body and some very basic engine and chassis detail are provided on another single piece.

The distinctive grille is provided as a solid part with deep moulding that should look good under a dark wash.

Seat cushions are nicely detailed, and the dashboard includes decals for the

instruments. The front doors are separate so they may be posed either open or closed. Detail is moulded to the insides of the doors, but there are a few very faint ejector pins to clean up.

Wheel hub and tread detail is good, but the tyres look too wide for a wartime passenger car.

Clear parts are offered for the windscreen, windows and headlights. Optional blackout covers are also provided for the headlights.

A nicely detailed German driver is included.

Markings are supplied for five vehicles in civilian and military schemes.

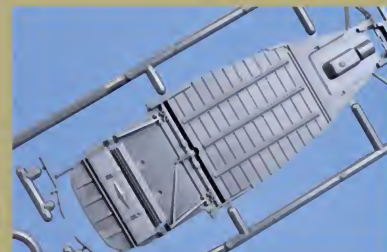
We will be taking a more detailed look at Tamiya's new 1:35 scale Citroen 11CV in next month's issue. ■



Clear parts are provided for the windows and headlights.



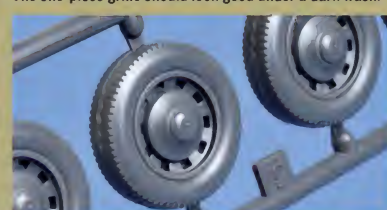
A 1:35 scale template is offered for painting the rims of the windows and windscreen.



Detail is moulded to the bottom of the car's body/chassis.



The one-piece grille should look good under a dark wash.



Wheels and tread pattern detail are good but the tyres look too wide.



Five marking options cover two French civilian cars, a French Staff Car, and two Wehrmacht vehicles.



CHEVY ENCORE

Tamiya re-releases its 1970s-vintage Long Range Desert Group Chevrolet 30CWT Truck, and adds a towed Italian artillery piece into the bargain.

Tamiya's 1:35 scale Long Range Desert Group 30CWT Chevrolet Truck was originally released as kit number 92 in the Military Miniatures series during the 1970s. It has been re-released sporadically since, but it has now been long unavailable. In the meantime, the model has become highly prized and commands impressive prices on Ebay when it occasionally appears.

Now we all have the chance to experience this hitherto rare example of plastic. Tamiya has rather coyly dropped the Chevrolet reference and titled this highly anticipated re-release "L.R.D.G.

Command Car", presumably due to possible trademark complications.

The kit has stood the test of time. The truck parts are moulded in a nostalgic shade of Tamiya's original pale khaki-coloured plastic. There is only minor evidence of flash and other mould degradation. Detail is very good for a 30 year-old kit. I especially like the instrument panel, the subtle engine cover side vents, front radiator face and the very convincing texture of the bench seat.

The model is festooned with weapons and stowage, including a Vickers machine gun mounted on the rear tray, a Boys Anti-Tank Rifle, two .303 rifles, packs,

bedrolls, oil cans, "flimsies" and sand channels. Two figures are also included.

The tyres are moulded in a soft black flexible material, and tread detail is good. For those who do not like vinyl tyres, a set of resin replacements are available from Hussar.

This kit also includes an all-new 20mm Breda Anti-Aircraft gun moulded by Italeri. These guns were frequently captured and used by the L.R.D.G. as a towed weapon or sometimes mounted on the tray of the truck. 55 grey parts are attached to two connected sprues. Detail is good and the parts are delicate, but there are quite a few faint ejector pins to deal with.

Two L.R.D.G. marking options are provided, both with Maori nicknames.

It is pleasing to see this important new kit back on the hobby shop shelves, and the inclusion of the towed Breda gun is a useful bonus. Don't let its vintage put you off - Tamiya's L.R.D.G. Chevy will look great after careful assembly and painting. ■



Tamiya's soft vinyl tyres are nicely detailed.



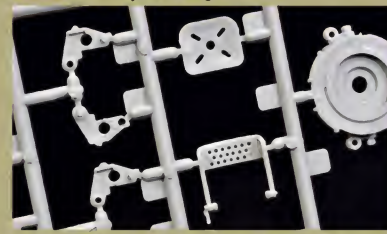
Markings are supplied for two vehicles.



The truck parts are moulded in Tamiya's original tan-coloured plastic.



The kit has stood the test of time quite well. Fabric texture on the seats is very convincing.



The Breda 20mm is moulded to a high standard by Italeri.



There are a few raised ejector pins to remove.

JUNGLE FROG



PART TWO PAINTING AND WEATHERING

The Editor finishes Tamiya's 1973 vintage Matilda with a combination of paints and pigments.

I often regret having to paint a model that has been heavily modified. There is something very satisfying about seeing different coloured resin, brass, white metal and styrene strip exposed on the bare kit plastic. Once the paint is on the model, evidence of all that hard work is hidden forever.

Despite my reservations, I ploughed on with the project.

A few more details were added to the vehicle, including two helmets on the side of the turret.

Before painting the model I sprayed a coat of Tamiya's Grey Surface Primer straight from the can. This highlights any lingering construction problems

so they can be repaired before camouflage is applied.

"FORD EVERY STREAM..."

The red fording stripes on the hull sides are a distinguishing factor for Australian Matildas. A splash of red paint was applied over white primer in the general area of these stripes before masking with thin strips of Tamiya tape.

I had forgotten about the unsightly motorisation holes on the bottom of the kit hull, so I blanked them off with several rectangles cut from scrap plastic. These did not conform to the locations or shapes of the actual access hatches, but I could live with this minor inaccuracy.

"Scale black" was mixed from equal proportions of Tamiya XF-1 Flat Black and XF-64 Red Brown then sprayed onto the tracks, the lower hull and all the natural shadow areas on the vehicle. This was followed by a fairly solid coat of Tamiya XF-58 Olive Green. I was quite surprised (and not at all pleased) at how dark this looked, so I sprayed some large random patches of XF-67 NATO Green to drag the shade back from the depths somewhat. Exposing the red fording stripes under the masking tape bolstered the overall appearance too.

The stubbornly uniform finish was further broken down with random mottling of a paler green

shade - Tamiya XF-67 NATO Green mixed with around 10-15% XF-59 Desert Yellow. Detail parts such as the tool heads and handles, spare track links, helmets and exhaust wrappings were picked out with a fine brush at this stage.

CUSTOM-MADE DECALS

Perhaps unsurprisingly, there are no commercially available decals for Australian Matilda Frog tanks so I tried applying individual characters from rub-down transfers. I used Archer Fine Transfers for the turret markings. These worked quite well, but the hull markings were a different matter. The tiny lettering of the stencils presented a particular challenge. ▶



In our last instalment, Tamiya's 1973-vintage Matilda was upgraded and converted using parts from MR Modellbau and Firestorm.

Firestorm's photo-etched engine deck mesh has been test-fitted here.



A coat of Tamiya Grey Surface Primer highlights any lingering gaps and other construction faults before painting.

◀ As I felt that these stencils were an important part of the vehicle's character, I called on a friend with an ALPS printer to help out. I drew the artwork for the vehicle name "DEVIL", the serial number, unit markings and fording stencils, saved them as a bitmap file, and emailed them off. The decals arrived in the mail a couple of weeks later.

I was concerned that the all-white markings may lack opacity, especially over the dark green

finish of my Frog. My fears were completely unfounded. These were some of the most solid white decals I have ever used. I cut closely around each of the markings and applied them conventionally after the model received a glossy coat of Future Floor Polish. The white unit markings on the glacis plate were applied over a black painted square, while the 4th Armoured Brigade Group formation sign of a crocodile under a palm tree

and above a Boomerang was sourced from a Firestorm decal sheet. The model received several thin coats of Polly Scale Flat acrylic after the decals had been allowed to thoroughly dry overnight.

THE WET LOOK

Wartime photos show these Australian Matildas to be pretty grubby, as one would expect in the mud, rain and heat of New Guinea and the Pacific Islands. A

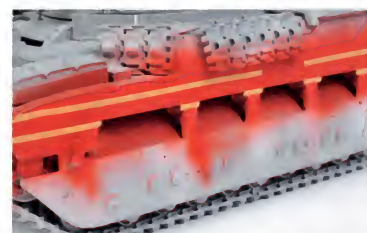
50/50 blend of Mig Pigments' Dark Mud and Europe Dust was mixed with water. The resultant slurry was slopped on to the hull sides and lower surfaces. I thought the initial effect looked uniform and unrealistic, so I brushed on mineral turpentine just to see what would happen. This simply fixed the pigments to the painted surfaces of the model. Although heavy scrubbing thinned the pigments, a fairly solid coating remained. I then decided to break up the effect by ▶



The red paint will represent the wading depth indicators. Thin lines of masking tape are applied to the sides of the tank.



An additional strip of white primer is laid down on the sides of the model before spraying a swathe of red.



Individual short strips of masking tape are used for the short sections between the mud chutes.



Motorisation holes are covered with rectangles cut from plastic sheet.



"Scale black" thoroughly coats the tracks and is also sprayed into areas of natural shadow.



The base camouflage colour is Tamiya acrylic XF-58 Olive Green.



The dark base colour is shaded with large random patches of Tamiya XF-67 NATO Green.



The red stripes along the side add a welcome dash of colour.



A gap has intentionally left in the striping masks to permit the later application of the serial number.



The uniform green finish is further broken up with smaller mottles of a paler green shade.



Details such as tools, tracks, the asbestos-wrapped exhausts and fittings are picked out with a fine paintbrush.



The entire model receives a couple of coats of Future floor polish.



The areas not destined to wear decals are sprayed with Polly Scale Flat acrylic.

“I wish I could claim that this “Wet Look” had been carefully planned, but I was fairly happy with the improvised mud effect.”



Markings were drawn using Photoshop and printed on an ALPS printer.



Despite concerns about opacity, the ALPS decals look great on the model.



The fording and flap markings add variety to the uniform paint job.



Micro-Set and Solvaset were used to help the carrier film almost disappear.



The unit markings are a combination of a black painted square, ALPS printed unit codes and a decal from Firestorm for the formation sign.



Two further coats of Polly Scale Flat tie the markings in with the rest of the paint job.

In the end, after several attempts, the "wet look" was achieved by a combination of Mig Pigments and airbrushed acrylic paints.



Weathering the model was a matter of trial and error. The first airbrushed attempt was less than convincing.



Dark vertical streaks were sprayed over Mig Pigments to represent fresh water running over caked dirt from the mud chutes.

◀ highlighting panels, hatches and hinges with fine airbrushed lines of very dark brown. After a few minutes playing around with the airbrush, I thought that the dark brown over the pigment actually looked like fresh mud over caked dirt. At this point I let my hair down (as far as this is possible at my advanced state of defoliation) and sprayed larger blotches and streaks below the mud chutes on both sides of the hull. The bottom of the front and rear hull also received the same treatment.

Tamiya enamel paints were thinned and applied with the tip of a fine paintbrush to represent spots of spattered mud on the hull and the turret.

I wish I could claim that this "Wet Look" had been carefully planned, but I was fairly happy with the improvised mud effect. I would not have thought that airbrushed paint would work this well over pigments. I will almost certainly use this technique again in the future.

My original plan was to use the Firestorm mesh for the engine deck, but it was very thin and too

two-dimensional for my liking. I therefore used the photo-etched mesh as a template for more robust woven mesh, cutting around Firestorm's part with a pair of stout nail scissors. The woven mesh was painted with a mix of Tamiya XF-1 Flat Black and XF-64 Red Brown before being dry-brushed with XF-67 NATO Green. Several sections of Verlinden 1:35 scale PSP plating were cut to size and fitted to the previously installed mounts on the rear of the vehicle.

CONCLUSION

I had great fun with Tamiya's 36-year-old Matilda. MR Modellbau's and Firestorm's conversion parts were both first rate and added immensely to the detail and

authenticity of the old plastic kit. The uniformly dark camouflage scheme presented multiple challenges leading to some interesting experimentation. This was also the first time that I had designed my own decals. I am sorely tempted to buy an ALPS printer now that I have seen their potential.

Of course, the base kit is old and dimensionally flawed, so if you want a more accurate result you should turn to Tamiya's all-new 1:35 scale Matilda Mk.III/IV. I know that Firestorm and MR Modellbau are working on several conversions and details sets right now, so we should not have to wait too long for some variations on the basic Matilda theme. ■



The engine deck cover was cut from woven mesh using the Firestorm photo-etched part as a template.



The rusty exhaust was also finished with a combination of Mig Pigments – this time a mix of Rust and Track Brown – and paint.



Here, Tamiya's two Matildas are separated by one inch, 36 years and several generations of manufacturing and design technology.

Modelspec

1:35 Tamiya British Infantry Tank Matilda
Kit No. 35024 (released in 1973)

Materials & Sets used

1:35 MR Modellbau Matilda Frog Conversion (MR-35246)
1:35 Firestorm Australian Matilda Conversion (FST096)
Various Archer Fine Transfers and Firestorm decals
1:35 scale Firestorm engine deck mesh
Modeller's Choice woven mesh
1:35 scale Verlinden PSP plating

Paints used

Tamiya Acrylics - XF-1 Flat Black; XF-2 Flat White; XF-58 Olive Green; XF-59 Desert Yellow; XF-64 Red Brown; XF-67 NATO Green.
Tamiya Enamels - XF-1 Flat Black; XF-57 Buff.
Tamiya Surface Primer - Grey; Extra Fine White.
Winsor and Newton oil paints - Lamp Black; Raw Umber.
Mig Pigments - P028 Europe Dust; P033 Dark Mud

References

Osprey New Vanguard No. 8 - Matilda Infantry Tank by David Fletcher and Peter Sarson
Osprey Modelling No. 5 - Modelling the Matilda Infantry Tank by Mark Bannerman
Military Ordnance Special No. 13 - The Matilda Infantry Tank in Australian Service by Paul Handel
Australian Armour - A History of the Royal Australian Armoured Corps 1927-1972 by Major-General R.N.L. Hopkins, C.B.E.

- ✓ Excellent conversion parts from both MR Modellbau and Firestorm.
- ✗ Basic detail and dimensional errors on old kit.

Available from

MR Modellbau website - www.mrmmodellbau.com
Firestorm website - www.firestormmodels.com
Tamiya kits are available from all good hobby shops worldwide.

Rating ●●●●●○○○

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References - LATE MODEL INFANTRY TANK MK.IIA MATILDA



This is the Matilda Frog flamethrower tank at the Australian Tank Museum, Puckapunyal Army Base.

MATILDA CLOSE UP

The Editor takes a close look at some of the defining characteristics of late model Matilda tanks.



◀ The heavy cast mantlet of the Frog flamethrower is similar to the regular gun tank, but the rod guards are missing beneath the square opening for the Besa machine gun. The co-axial Besa gun was retained in this version. The flame projector was installed in the gun-shaped tube, while the cylindrical flame head features various slots and vents.



▲ Australian Matilda tanks were fitted with heavy cast guards. These were designed to crash through heavy jungle in New Guinea and the Pacific Islands. Note the large hinges which permitted the guard to be flipped up, providing access to the front of the tracks.



The track guards were locked in place with a stout latch. Note the heavy weld beads around the latch mount, and the casting number on the guard.



▲ Later model Matildas featured this revised style of access hatch. Of note are the big hinges located at the bottom of the hatch and the simple diamond-shaped lock in the middle of the panel.



▲ This late-model Matilda has track skids instead of return rollers. Here, we are looking up at the top track run through the opening for one of the mud chutes.

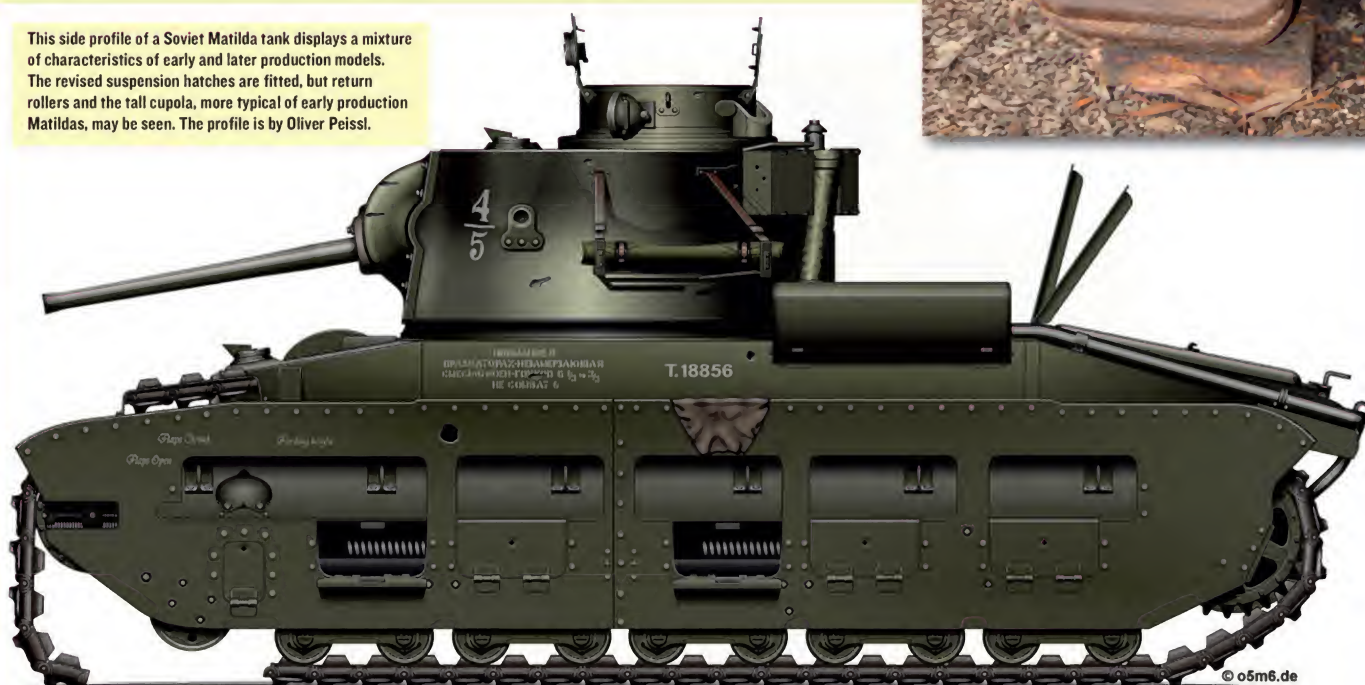


◀ Here is the armored telephone box on the rear port side. Note the fine raised weld bead following the profile of the track guard.

▶ The heavy spudded tracks are unmistakable. A raised number is cast onto each track link.



This side profile of a Soviet Matilda tank displays a mixture of characteristics of early and later production models. The revised suspension hatches are fitted, but return rollers and the tall cupola, more typical of early production Matildas, may be seen. The profile is by Oliver Peissl.





The LVTP-7 is an earlier and more basic version of this Amtrack family.

EARLY AMTRACK

Graeme Carruthers examines the next release in Hobby Boss' Amtrack family - the LVTP-7

A I Bowie looked at the Hobby Boss kit of the LVTP-7A1 RAM/RS in Issue 39 and declared it to be a pretty decent kit. Hot on the AI's heels is the earlier, basic LVTP-7 version. This variant has the plainer, cleaner hull without the EAAK fittings and the smaller commander's turret armed with a .50 cal machine gun.

The kit contains a comprehensive interior (although no engine), and even the small commander's turret has a high level of detail inside. I am sure that the truly afflicted could easily go to town super detailing the interior and bringing it up to a show

winning standard, but what you get is sufficient to be seen though the two large hatches on the hull roof and the large rear hatch.

The upper hull has some lovely weld seams where all the panels join and there is also a nice subtle non-slip texture found on certain areas of the upper hull. The numerous hull grills are provided as etch parts as are a couple of the smaller fittings. The plastic tracks are the single link variety and are made up from two parts per links - the link and a separate rubber pad - just like the real thing.

Decals for three vehicles are provided. The instructions are written in Chinese, so I could only

determine the identity of two marking options by their national flags, but one East Asian version with a nice four tone camouflage scheme and a shark mouth still eludes me. The others are a plain green Italian version and a three tone Argentinean LVTP-7. The Argentinean version was used in the invasion of the Falklands in 1982. These were all withdrawn to Argentina before the British recaptured the islands.

In summary, this is a great kit and, with Hobby Boss set to release more versions of the LVTP-7, modellers are in for a great ride. ■



Moulding is crisp, with excellent surface detail.



The individual track links are made up from two parts each.



Two well-equipped photo-etched frets are included.



Decals offer three marking options



The one-piece lower hull will ensure fast assembly.



The upper hull is well detailed.



Weld seam detail on the hull is impressive.



Non-slip texture is also moulded to the main parts.

The Spanish Leopard 2E features cool big extra armour plates on the turret.



IBERIAN BIG CAT

Hobby Boss continues to explore the Leopard family with the Spanish 2E in 1:35 scale. Graeme Carruthers takes a peek in the box.

The Spanish version of the German Leopard 2 tank differs from the basic German version mainly by the inclusion of large extra armour panels on the turret roof and a different stowage box configuration on the right hand side of the rear hull.

Most of this kit's parts retain the same shortcomings as the earlier Hobby Boss Leopards. Detail is soft and the smaller fittings are thick but the worst part is the moulded-on anti-slip panels. Unlike the delicate panels

found on the LVTP-7, these are thick and out of scale. They seem to be less of an anti-slip device and more of a serious trip hazard.

Single-piece flexible tracks are included. Every eighth link suffers from a couple of nasty ejector pin marks. The tank's main gun is split lengthwise and will need some careful sanding after assembly. There is a photo-etched fret that contains large grilles for the two engine fans, the light guards and some other smaller fittings.

The decals offer the choice of three Spanish vehicles all in

overall green, with different turret numbers and coloured bands around the main gun barrel.

I had been looking forward to seeing this version of the Leopard 2 with its big, cool extra armour panels but I am a bit disappointed. Considering the new LVTP is so finely detailed, the parts that come from their old Leopard kits from a couple of years ago are undoubtedly below par, but they do show how far Hobby Boss has come recently.

Perhaps the solution for a better Spanish Leopard 2E will

be to combine the unique parts from this Hobby Boss kit with Tamiya's excellent Leopard. ■



The flexible tracks suffer from large ejector pin marks on the inside of every eighth link.



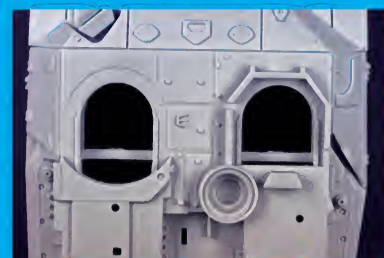
A nice photo-etched fret is included.



Markings for three vehicles are provided.



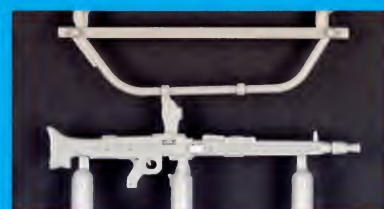
The upper hull comes from the older Hobby Boss Leopard kits.



The turret features the new armour plates moulded in place.



This is a new moulding for the Spanish Leopard 2E kit.



Smaller fittings tend to be thick and simplified.

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- Dragon I:6 Kettenkrad
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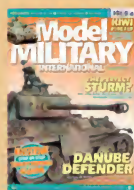
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Book Reviews



BRITISH ARMOR IN NORTH WEST EUROPE VOLUME

BY DENNIS OLIVER

ISBN 962-361-164-1

CONCORD ARMOR AT WAR SERIES NO. 7069

The subject of British Armour deployment in WWII has not been covered in the same detail as the other major combatants of this conflict. It is therefore welcome to see this changing over the last few years with excellent and affordable references such as the Concord Armor at War Range to which this title belongs. It is his fourth Concord title and follows on from his earlier books devoted to British Armour. The Author has compiled a great collection of photos covering all the major types of armour deployed by the British Army in the North West Europe campaign of 1944-5. He has again managed to identify almost all the units to which these belong. The pictures are mainly sourced from the excellent IWM collection with some from personal collections. Unlike the previous title, many of the pictures are displayed in large clear images, which is a great advantage to the detail-obsessed modeller.

The core of the book is 8 pages of Dennis's colour plates with two vehicle types to a page. The plates are backed up by text explaining the markings or salient points. The following plates are covered:

Types covered in the photographs include armoured cars, scout cars, light tanks (M3, M3A3, M5 etc), Shermans (I, II, III and V, Funnies), Cromwells and Centaurs, Churchills (III, IV, V, VI and VII plus Funnies & AVRE); Bren & Universal Carriers, Tank Destroyers and SPGs (M7 & Bishop) and even Cromwell AA variants. Some photographs are previously unpublished and I believe the author has achieved a good spread of types covered with most appearing in high resolution for the first time.

Some people have commented that this book offers little new and that all the photos have been seen before but I would challenge that assertion as I can think of no single title with so many clear pictures shown in this one. The book is not without fault however. The publishers have modified Dennis's artwork of the Centaurs so that the caption of the second profile (Seawolf) does not correspond to the illustration. They have also stretched the Cromwell on the cover.

I would recommend this title to anyone with an interest in the British Armour or the NWE campaign. It will be a great source of inspiration to modellers particularly with the excellent new Shermans on the market and the Bronco Humber Scout cars and Staghound Armoured cars.

Highly Recommended.

AI Bowie

Cadillac Gage V-100 Commando

David Doyle

Walk Around®
Color Series



CADILLAC GAGE V-100 COMMANDO WALK AROUND

BY DAVID DOYLE

ISBN 978-0-89747566-2

SQUADRON SIGNAL PUBLICATIONS

Squadron Publications seem to have a knack for producing references sources that coincide with the release of new kits. When HobbyBoss released their 1:35 scale example of the V-100, I mentioned to one of my friends at the time, "I just bet someone will release a book on this sometime soon." Well, as night turns into day, here it is, and to be honest, I don't think you could want for anything more in the terms of reference. The book contains 80 pages with 237 colour photographs. All the photos are very clear and exhibit excellent colour density. This reference source is broken down into logical sections that cover every aspect of the V-100 in detail from exterior to interior. Along the way, various drawings outline the minor differences between sub types

This book is intended to be the inexpensive reference on the subject and in this instance the publisher is right on the money. Squadron Signal Publications are distributed in the UK by ADH Publishing www.adhbooks.com

Highly Recommended.

Luke Pitt

GPA/DUKW WALK AROUND

BY DAVID DOYLE

ISBN 978-0-89747579-2

SQUADRON SIGNAL PUBLICATIONS

Have you ever had a kit in your collection that you always wanted to build but never had enough reference? When this book was presented to me for review, a few lights turned on and, yes, this was just such a reference I needed to detail up the old 1:35 scale Tamiya kit of the GPA.

The book contains 80 pages with 263 colour photographs that cover both the GPA and DUKW, so it's almost like two photo studies in one. The book's structure first deals with the GPA, offering 33 pages with 118 clear colour photos of this type. The entire vehicle is covered and, to be blunt, you won't need any more reference to detail up the old Tamiya kit (or if the mood suits, the 72nd scale example from Academy). One thing that did strike me when looking at the photos and comparing them to the old Tamiya kit is that Tamiya did a pretty good job with this model almost 30 years ago when the kit was released.

The second part of the book covers the DUKW and is an outstanding photo study of the running gear, hull, interior and everything in between, with well over 100 photos (that are very clear and show excellent colour density) spread over 47 pages. This is a must have for any detailing project on this model type. I am very impressed with this book's presentation and content. It is a modeller's book, and covers all of the details that we want to see.

This book is a concise and affordable resource.

It is a welcome addition to the growing collection of reference material pertaining to both vehicles and comes highly recommended. What I like about it is that this book is it is a "one stop shop" for most of what we modellers want to see.

Squadron Signal Publications are distributed in the UK by ADH Publishing www.adhbooks.com

Highly Recommended.

Luke Pitt



FOCUS NO. 4. CHAR B1 BIS.

TEXT BY PASCAL DANJOU

PROFILES BY ERIC SCHWATZ

PUBLISHED BY EDITIONS DU BARBOTIN

Char B1 bis is the fourth in Edition du Barbotin's Focus series covering important French and German tanks. The book is presented in a small format similar in size to Osprey titles, with soft covers and 50 glossy pages.

The book features bi-lingual text in two columns, with French to the left and English on the right. Captions are similarly organised.

The first Chapter describes the development and operational history of the Char B1 bis. This section comprises 11 pages of text and historical photos plus two pages of tables describing the organization and makeup of French Char B1 and B1bis units (in French only). The history section is rounded out with a page describing Char B1 names and registration numbers.

The bulk of the book, from pages 19 to 47, is made up of around 150 full-colour walkaround photos of two tanks at the French "Musée des blindés de Samur", the Samur Tank Museum. The photos are well reproduced and cover most of the nooks and crannies of both the display and the running vehicles. My only complaint is that there are no captions after the first three pages, although each page is headed with a general description and a colour-keyed diagram of the area being displayed.

A 1:35 scale five-view profile of one vehicle is spread over pages 48 and 49. A reduced version at 1:72 scale is provided on page 50. The book is rounded out with a Bibliography on the inside back cover.

Camouflage and markings are not discussed in this title, but it is covered in "Trackstory #3" by the same publisher.

This is a handy and compact reference on the Char B1 bis tank that will be very useful to modellers, especially thanks to the detailed walkaround photos. Focus No.4. Char B1 bis is available online from Minitracks www.minitracks.fr

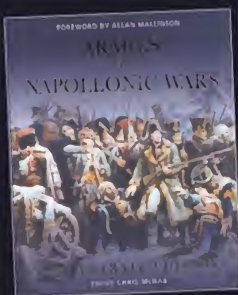
Recommended.
Brett Green



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Editor: Chris McNab
Published By Osprey

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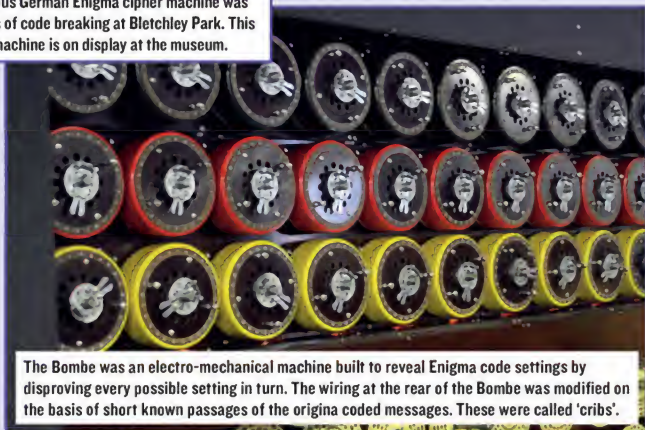
Bletchley Park Mansion

BLETCHLEY PARK

Bletchley Park was the site of the United Kingdom's main code breaking facility during the Second World War. At that time, Bletchley Park was in a quiet rural location, but urban sprawl now encroaches on its borders. Nevertheless, much of this famous and essential establishment is preserved as a museum in its original setting. I spent a pleasant half-day at Bletchley Park in April, joining the very informative guided tour and then strolling through the paths and alleys where the whispers of the past were never far away. Bletchley Park is located around 50 miles north-west of London, and is open daily except Christmas Eve, Christmas Day, Boxing Day and New Year's Day. It is well worth a visit.



The famous German Enigma cipher machine was the focus of code breaking at Bletchley Park. This Enigma machine is on display at the museum.



The Bombe was an electro-mechanical machine built to reveal Enigma code settings by disproving every possible setting in turn. The wiring at the rear of the Bombe was modified on the basis of short known passages of the original coded messages. These were called 'cribs'.



Many of the original buildings that housed the machines and their operators are still on the site, but some are currently in a sad state of repair. Bletchley Park is a fascinating place to spend a day.

TIGERS AND PANTHERS AND STURMIS, OH MY!

G'day and welcome aboard Brett, I heartily believe that the three model magazines from ADH that I buy religiously EVERY month, are perhaps the best designed, photographed, and informative of all the publications out there. I especially like the pictures - clear, big, and wonderfully laid out. Having said all that, I feel awful having to send a wee whinge about the subject material. Although I realize WWII German armour is profuse and popular, I myself and a lot of guys from our local club, Manitoba Model Builders, would love to see more modern tanks, soft skins and AFV wheeled kits covered in MMI.

There is no other way to say it, but I really have seen and read enough about Tigers, Stugs, and Sturms! I do read each and every article front to back, but they are getting long in the tooth.

The new "bits" you have started to add are great, and I can see good things coming from such a diverse builder/writer/manager as yourself.

**Bye for now, Laurie Taite
Pres., Manitoba Model Builders
Winnipeg, Manitoba, CANADA**

Ed says, Hi Laurie, Thanks for the note.

I can assure you that I am taking active steps to ensure balance in the material posted to the magazine. That means modern and Allied will have a significant presence in addition to the undoubtedly popular German vehicles.

The recent additions of "Think Tank" - reference articles associated with model construction articles - and "From the Front Line" will help ensure wide diversity.

This balance will extend to different scales too, hence the new dedicated sections for 1:48 and 1:72 scale modellers. These new departments are intended to be more than a simple list of reviews, but also a community hub for fans of these scales with news and opinion in addition to a spotlight on new products.

Thank you for the kind words of encouragement.

HELLENIC MODELLING

Being a serious scale modeller since 1984, I decided to send you this mail because I am a regular reader of your magazine from the first issue until today. MMI can be found on a regular basis here in Greece and I must say that I was very happy when it was first issued back in 2006. MMI is, at least to me, one of the

few top magazines that can be found globally for our hobby and especially for military modellers. Of course nothing is perfect in every issue. In some cases as a reader I could find the whole issue very interesting, while in others I was a bit disappointed by the subjects. Please, do not misunderstand me, it was not due to the quality of the models, but mainly due to the subjects that were not particularly to my taste.

Today in Greece it is possible to find almost everything from kits to aftermarket sets. Especially during the last 5-6 years almost every model brand is available and even the small companies are imported fairly regularly.

Now, the main reason that I am writing is about the many different opinions about the hobby that I see expressed through the pages of MMI.

Scale modelling to my opinion is exactly that, a hobby, no matter if someone builds airplanes, tanks, ships or whatever else.

It is an opportunity for us to escape our awful, more or less, reality, that everyone faces daily.

The hobby must not become something that will make us feel even worse than the other more serious matters of our life.

How much detail or how much money we will spend on our models is something that only the individual modeller can decide. If he is happy, then everything is fine. Good models result from growing experience and not always with a box full with hundreds of pieces to glue together. Certainly, a high quality model is a good base but success is not always the result. It is wonderful that today we can find many subjects from many companies with different qualities and prices. Do not forget that we are in the middle of a global financial crisis and money is unfortunately something important for our hobby.

Having said that, I should like to wish you the best in your efforts to provide high quality models in every issue. I have worked for magazines here in Greece and I can understand that is very difficult - if not impossible - to keep everyone happy every month!

Besides, I bought Tamiya's new Jagdtiger recently and I must say that I am very happy with what is in the box. Perhaps the Dragon kit is better in some people's opinion, but is not always available.

Thank you very much for your time and I am (always) looking forward to the next issue of MMI.

**Alexander Samoilis
Athens / Greece**



Ed says; Hi Alexander,
Thank you for your very thoughtful note. I am pleased to hear that the hobby is so robust in Greece. I have seen some Greek model magazines and the standards are very high indeed.

I agree that the hobby represents different things to different people, and that any recreational benefit is defeated if we take it too seriously.

BERLIN BUSTER

The piece in issue 37 by Nick Shuttleworth on the Berlin Cheiftain was great and it was good to see a forgotten tank, in my view. As an ex 3RTR gunnery instructor at Lulworth I feel I have to point out that the rear part of the thermal sleeve on the barrel is upside down! The straps should be on top and to one side. The longer portion shown on top was made of

a tougher material so that the sleeve

would not be damaged if it caught any part of the hull when travelling cross-country or when traversing. Had we had a crew of new officers fit the sleeve in such a way they knew they would be finishing late and have to 'do it again'!! I wish I had the skills and the kit to produce my own favourite Cheiftain O6FA72 so this isn't a moan, just an observation, and in view of recent letters and please take it that way.

The only other thing is that in the Royal Tank Regiment we were called 'Tankies', never 'Tankers' and the rest were Cavalry! Excellent magazine.

Kind regards
Rob Jacobs

Ed says; Thanks for the clarification Rob. I am sure that Nick will take this interesting information in the spirit it is given.

I will try to remember that you were 'Tankies' too, not Tankers!

CONSOLIDATED TIPS

Is there any way to obtain or purchase the seven-part "Last Post Technique" series on groundwork (diorama construction) in Issues 22 -28 without ordering all of the back issues? Perhaps the thought of consolidating the techniques into a handy reference for future sale would be a worthwhile venture to consider.

Thank you for all you've done over the years to assist modelers like myself through your websites, helpful videos and building guides. Very much appreciated.

Sincerely,
Brad Shealy, USA

Ed says; Hi Brad,
I am not aware of any simple way to extract these from the magazines, but I will certainly consider the idea of aggregating some of the techniques into a separate publication.

Thanks for the note and for the kind comments.

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Last time I added some wooden trim to the basic Perspex box. In this instalment, I will finish off the trim and add a base from timber and foam board.

ACRYLIC DISPLAY BASES

Luke Pitt continues his four-part series on building your own acrylic display bases. In Part Three, Luke adds a base to his acrylic box.

PART THREE



▲ To achieve a standard 45 degree cut on the wooden trim pieces, I use a product called "The Chopper".



▲ The Chopper has been set up in this instance to deliver a 45 degree cut. The cut will start at the top-most corner of the strip. When cut, it will produce a straight 45 degree angle cut. You might note the cobweb in the top right hand corner of the photo. Yes, I have owned this tool for years!



▲ In this photo the 45 degree wooden strips have been applied to one side of the acrylic cover (four strips in total).



▲ The top strips can now be applied. The same process applies here as we have done with the side strips. All the strips have been glued with "Weldbond"



▲ Again, the acrylic cover is checked for fit to the wooden base frame. Note how snugly the acrylic cover fits to the base frame.



▲ It is now time to measure out the display base itself. I use a product called "Foamboard". Basically it is two pieces of cardboard with a foam core. It can be purchased from any art supply store and is incredibly light. Cut the foam board so it is the same size as the opening at the bottom of the base board.



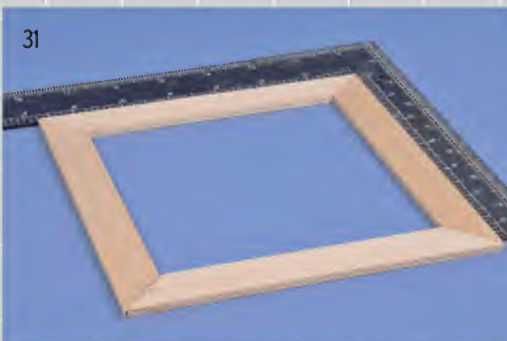
▲ I like to display my models on a high gloss wooden surface. In this way I am drawing the viewer's eye to the model and not to the base itself. To do this, I glue a thin veneer of wood to the foam board slightly larger than the foam board itself. I generally place a heavy book on top of the laminate, and then place it on a flat surface to avoid warpage.



▲ After the wooden veneer has dried overnight, I glue the same strips of wood I have used for the acrylic cover around the edges of the foam board. Trim the excess veneer (with the aid of a sharp craft knife) and lightly sand.



▲ The top of the cover can now be started. Wood choice is up to the individual but I like to have an overhang on the edge of the acrylic case edge. I have used 3cm x 4mm Tasmanian Oak strips as it is easily available where I live, but any wood of the same dimensions will do. Cut the strips with the aid of a mitre saw. The length of the pieces will depend on the size of your cover, but aim for a 5mm overhang and do not exceed the dimensions of the base board frame.



▲ The top cover strips may now be glued with the aid of Weldbond. Make sure the top cover strips are square with the aid of a set square. I place a heavy book on top of the strips while the glue sets to avoid warpage.



▲ The strips will be dry to handle in around two hours, but I avoid any sanding of these for at least 24 hours.



Tech Guide - Acrylic Display Bases

“I like to display my models on a high gloss wooden surface. In this way I am drawing the viewer’s eye to the model and not to the base itself.”

I like a uniform wood shade for my bases, so I have picked a wood stain that will match the darkest wood I have used for the assembly of these acrylic covers. This is the Ocre Sappelly wooden strip used for the framing of the acrylic cover itself. The best stain match I have found is New Maple. Wood stains should be available at any hardware store. Avoid any stain that has a lacquer in it. Better results can be achieved with a straight wooden stain.



▲ The next step is sanding the wooden base. Try to get this as smooth as possible. I generally use I200 wet and dry sandpaper for the smoothest possible finish.



▲ The baseboard frame may now have its plywood base inserted. Place the frame on any standard 2mm plywood sheet and measure out the inside opening of the frame. Cut the wood to shape using a heavy-duty craft knife and a steel rule.



▲ Glue thin strips of wood (or off cuts) to the inside edge of the frame. When dry, glue the plywood base into the opening. Fill the gaps with a suitable wood putty and sand to produce a flat surface on the bottom of the base. Ensure the whole base is sanded smooth with no furry bits left over.



▲ Stain the base as you have done have done with the top cover frame.



▲ I like to add an acrylic topcoat for my bases, but there is a trick to applying it. You will note that the first acrylic coat will soak into the wood. Allow this coat to dry overnight and lightly sand with I200 grade sandpaper between the next couple of coats. What we are trying to achieve is a very smooth surface that has a silky texture. This can only be achieved by multiple coats clear acrylic topcoat and sanding between each coat.



▲ I like a very high gloss, almost mirror finish. In order to achieve this, I apply up to 12 coats of gloss with sanding in between.



▲ As an alternative to this mirror-like finish, I sometime use a product called Aristocrat High Gloss coating. This is a two-part resin and hardener mix but it can be difficult to apply. The downside to this product is that any dust that settles on the surface will be almost impossible to remove. However, when you get it right (and for me that is about 60 percent of the time), the results can be stunning with a rock-hard super high gloss finish.

Luke will complete his display case in the next instalment.



Diary Dates

To have your event included on this page, send your details to: **Diary Dates**, ADH Publishing, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, UK
Tel: 01525 222573 Fax: 01525 222574 Email: editor@modelmilitary.com

August 15th

Essex MAFVA is pleased to announce 'Present Arms 2009'. The show will include all military modelling genres and wargames and will be held at Marshalls Park School, Pettits Lane, Romford, Essex, RM1 4EH. Opening times are from 10am-4pm with admission being £2.50 Adults, £1.50 Concessions and £7.00 Family. We also hope for the attendance of military vehicles in the grounds of the school. Refreshments will be available all day.

August 19th-22th

IPMS USA National Convention Columbus Ohio.
See the website for details www.ipmsusa2009.org

August 23rd

Everyone is invited to the Avon IPMS 20th Show, to be held at Yate Leisure Centre, Kennedy Way, South Gloucestershire. Doors open 10:00 to 17:00, free parking, open competition, club displays, trade stands, refreshments available. Clubs and Traders contact Kevin Webb on hippo58@blueyonder.co.uk - other Enquiries contact Mike Lumb 0117 931 5600 (eve)

September 5th

IPMS West Cornwall annual model show at St John's Hall, Alverton Street, Penzance, Cornwall TR18 2QR. Open 10.00 - 16.30. Admission: Adults £1.50, Children £1. Contact Arthur Johnson (Club Secretary) (01736) 757726 or ipmswestcornwall@hotmail.co.uk

September 6th

The Aerospace @ Vehicle Club annual Scale Model Show & Competition, plus Junior Make & Take. Kindly Sponsored by Mainly Military Models. Call Phil

on 0121 680 3048.

At The Community Centre, Church Road, Wombourne (just off A449). 10.00 to 4.00pm. For more information S.A.E. Mr. G Taylor, 57, Edinburgh Ave, Walsall, WS2 0JD. Mr. J Turner, 340 Stourbridge Road, Brierley Hill, DY5 1JA. Or see us at www.ukvillages.co.uk and follow links.

September 19th

Modelfest 2009 will be held on Saturday 19th September 2009, from 10:00 to 16:00.

There will be a wide variety of club and trade stands, tombola and refreshments.

The venue is the same as last year (Kings International College, Watchetts Drive, Camberley, Surrey GU15 2PQ).

Admission will be £3.00 adult, concessions £1.50, accompanied children free.

www.ipms-farnborough.co.uk

September 19th-20th

E-DAY 2009

The largest Czech modelfest, E-Day 2009, will be held on the weekend of 19 and 20 September 2009, so now is the best time to add it to your schedule.

The all weekend event, under Eduard's sponsorship, is not only an exhibition and competition, but also a great opportunity to visit the beautiful city of Prague, the heart of the Czech Republic. The Czech IPMS National Convention 2009 is a part of the E-Day.

Check for more details at www.eday.cz

October 3rd-4th

IPMS Belgium 2009 National Convention is scheduled for October 3 & 4 in the Oktoberhallen of Wieze (from 10 AM) : open contest, exhibition, club & trade stands, make & take for kids. Full details and registration at <http://ipms.be/NC2009/NatCon2009Page.htm>

or write to IPMS Belgium, Esdoornlaan 33, B-1850 Grimbergen.

October 3rd

North Surrey Military Modelling Group are holding their annual show and open competition at the Thomas Wall Centre, Benhill Avenue, Sutton, SM1 4DP. Doors open at 10am and there will be the usual wide range of traders and club stands. Enquiries to David Grummitt, tel. 07879 605322 or davidgrummitt942@hotmail.com

October 21st-25th

The IPMS-Hellas Annual Expo - Competition will take place at the Apollo Multi-center in Piraeus (see the map here: <http://www.nomarhiapiraia.gr/Templates/polihoros/7.htm>) The competition will be held in one hall and this year there shall be a separate hall for the trade stands.

For more information please visit: http://www.ipms-hellas.gr/index_UK.htm
Or contact us at this e-mail: ipms-hellas@windowslive.com

October 24th

The North West Plastic Kit Swap 2009.
Avrolancs IPMS Model Club will host a kit swap on Saturday 24 October 2009 at the Canberra Sports and Social Club, Samlesbury, Preston, Lancashire, BB2 7LF.

Tables now available.

Book in advance to avoid disappointment. If you are looking to turn your unwanted kits into cash, or are on the lookout for a bargain, come and join us.

For more information please email us at nwkitswap@google.com or phone Dave on 01772-468296 (evenings).

November 7th

SQUADRON 2009

The Australian Plastic Modellers Association will be hosting "Squadron" on Saturday Nov 7 at the Hornsby RSL Memorial Hall (not the Hornsby RSL but the hall 2 doors up). The venue is almost 2.5 times larger than our previous venue & looks a lot brighter.

Squadron is the sister (or brother) show to Battalion. Squadron is the show for ships, aircraft & Sci-fi / Real Space Vehicles.

March 6th

The Greater Peterborough Model Show 2010 to be held on Saturday March 6th 2010 again in the town hall Peterborough. Once again proceeds from the show will go to the Mayors charities as in previous years.

Their Finest Hours

- New photographic exhibition enhances Land Warfare Hall at Imperial War Museum Duxford
Imperial War Museum Duxford is delighted to host a new exhibition of photography and poems by the Talking Pictures Group of disabled artists. Entitled Their Finest Hours, the exhibition depicts sites that once had some military significance and shows how the places depicted, now mostly in some state of decay, once made a tremendous contribution to the war effort. Those times when these sites were most valuable to the nation were indeed Their Finest Hours.

Their Finest Hours will be on display in Land Warfare Hall until winter 2009. Entry to the exhibition is included in standard admission to Imperial War Museum Duxford.



Luke Pitt hosts MMI's examination of the growing world of 1:48 scale military models, figures and accessories.

"KIT MANUFACTURERS ARE TOTALLY LACKING IN IMAGINATION!"

This is a comment I hear time and time again in club meetings and on the Internet. In these tough economic times, I can see why people might believe that a manufacturer is following a conservative path. Kit manufacturers are not lacking in imagination but hard economic facts dictate conservatism. It is up to we modellers to make do with what we have and indeed build upon it. 1:48 scale armour modelling is a very small wedge of the kit release pie and for that reason, we need to change the way we see our relatively small segment.

Many years ago, when armour modelling was running a distant second to aircraft, many modellers would scratch build additions and in some cases whole models out of plastic card. There were some, like John Sanders, who produced complete models out of anything they could find. Mr. Sanders combined paper, card and plastic to produce models that captured the look and feel of the subject he was modelling. Shep Paine was another who pushed the envelope and made additions and modification when a particular kit was not available. This is certainly not as common today. Some argue that there is no point, as "someone" will produce

an update out of resin or photo-etch some day. I can see their point, as time is a consideration for many of us. Many (like myself) are idea rich but time poor but, in my view, there is nothing more satisfying than producing something out of nothing with little more than plastic card, a set of plans and Milliput.

I have been mulling over this lack of availability for quite some time now. I have always wanted a late model Sd.Kfz.250 in 1:48 scale. Having the Voyager Model Armour plate armour update (pea142) in 1:35 scale, I was thinking of photocopying the photo etch and then reducing it to 1:48. I would then stick the photocopy of the photo etch on to 15 thou plastic card to be cut out and glued together. The other idea was a bit of a "concept".

In this day and age I believe the technology is available to print plans on plastic card and have all the bends cut via the laser cutting. It would be a better alternative than photo-etch. I hope some manufacturer or producer may see the merit in this.

For most of us, the black art of scratch building should be encouraged in 1:48 scale and brought to the forefront of our thinking. You might just find that there is nothing more satisfying than doing it yourself. Are we model builders or simply assemblers? ■



PARABELLUM

1:48 SCALE PARATROOPER FIGURES - PR 1, PR 2, PR 4, PR 6

Parabellum has added four new white metal figures to their range. These are all 1:48 scale British WWII Paratroopers - a first from Parabellum. One figure is seated, another is kneeling while the remaining two are standing. All have their parachutes and packs close by, so they will be idea for a scene alongside Monogram's big 1:48 scale Dakota. The figures are cast in white metal, and detail is excellent.

Parabellum figures may be purchased directly from their website www.parabellum.co.uk
Brett Green



1:48 SPOTLIGHT

AFV CLUB STURMTIGER

AFV Club's lovely 1:48 scale Sturmtiger has not long been out, but we have already seen one in competition at the Australian Model Expo held in Melbourne during June. This model was built by Jamie Davies. More images and information may be seen on the Model Expo website www.modelexpo.com.au



GASO.LINE

GAS48044 - SU-85 TANK DESTROYER CONVERSION

The SU-85 was an expedient solution for fitting the Soviet 85mm gun onto the chassis of the T-34 inside a low, fixed superstructure. This hard-hitting weapon entered service on the Eastern Front in August 1943, and was effective against the vaunted Panther and Tiger tanks.

Although modellers have had a good selection of T-34 tanks available, we have not seen an SU-85 in 1:48 scale until now. Gaso.Line's resin SU-85 conversion is specifically designed for the excellent Hobby Boss kit, which is clearly the best T-34 available in 1:48 scale. Gaso.Line's conversion comprises 19 parts in pale grey-green resin, plus a turned metal gun barrel. It represents the most common earlier production version (without the SU-100-style "pulpit" on the starboard side).

The focus of the conversion is the one-piece upper hull and superstructure. This impressive casting also has the track guards in place. The front mudguards are the standard style. All hatches are offered separately, so you will be able to show off all the comprehensive interior detail of the Hobby Boss T-34. You will probably want to add a few bits and pieces to the interior of the resin superstructure though. A full set of four external fuel tanks are also offered.

Gaso.Line's 1:48 scale SU-85 is a very impressive conversion that will appeal to all Soviet armour fans.

DIO48011 - STREET AND BUILDING RUIN

In addition to its large line of full kits and conversions, Gaso.Line also offers a range of diorama bases and accessories. The latest is a street scene with a base and ruined building. This is a versatile subject that should be appropriate for any city or large town in Europe.

Three resin parts are supplied - the street base with curb and gutter, a ruined section of a two-story building, and a downpipe. Casting is perfect on my sample.

The parts fit well even without glue. The only limitation to using this interesting set is your imagination.

I have posed my 1:48 scale Gaso.Line KV-85 with the unpainted parts to give an appreciation of the scale.

Brett Green

GAS50194K - FRENCH LIGHT TRACTOR LATIL M7 T1

From my brief research, it would seem that the French World War II Latil M7 light tractor was produced in two versions. One had a narrow radiator and bonnet combination, while the other featured a broader radiator and bonnet. Gasoline's kit represents the latter. These were produced as tow tractors by the French army with many being taken into German inventory after the French capitulation. The kit is very well done and quite comprehensive, comprising a detailed chassis and suspension with nicely detailed wheels and tires. The upper body is also nicely detailed with everything where it should be.

GAS48075 - SHERMAN M4A2 CONVERSION

This is a small update to convert the Hobby Boss Sherman to an A2 version. The set consists of just four resin pieces that cover the rear deck, rear plate and exhaust mufflers and outlets. All of the pieces are very well cast and should go along way to helping you produce the A2 version of the Sherman.

GAS5037 - GERMAN AFRIKA KORPS REFUELING FIGURES

The next set is a duo of attractive figures in German Afrika Korps gear wearing shorts, shirts and long socks. The fabric folds and facial detail of these figures set this apart from the rest as they are really well done. My only criticism is that the garments look a little "tight" and are more of a French style than a baggy German cut. This set also includes two oil drums and a pump.

GAS0908 - FRENCH WWII MILITARY VEHICLE DECALS.

The last set is a very fine set of decals for French vehicles used from the 1930's to the French capitulation. The decal sheet is very well printed and covers tactical insignia, pennants, numbers, registration plates and the various graphics from the period.

Gaso.Line products are available online from Quarter Kit website www.quarter-kit.com

Luke Pitt

NEW PRODUCTS

TORO MODELS

EARLY SHERMAN BOGIES AND US INFANTRY FIGURES

ToRo Model from Poland has released a set of early VVSS M3-style bogies for Tamiya's family of Sherman kits.

This will be especially useful for early versions of the M4 and M4A1.

ToRo has also released a 1:48 scale pair of seated US Infantry figures, appropriate for the winter of 1944.

Check Adalbertus website for more details www.adalbertus.com.pl



HAULER

1:48 SCALE ACCESSORIES

Hauler has released more updates to add to its daunting range of 1:48 scale accessories and conversions:

HLX48286 - SD.KFZ.251 STUKA ZU FUSS CONVERSION

HLX48287 - SD.KFZ.251/7 STURMBRÜCKE CONVERSION

Hauler also has some updates for AFV Club's Sturmtiger, reviewed in last month's issue of Model Military International magazine:

HLX48288 - STURMTIGER PE PARTS FOR AFV KIT

HLX48289 - STURMTIGER-TIGER LATE GRILLS FOR AFV KITS

HLX48290 - 38CM ROCKET FOR STURMTIGER- RESIN/PE SET OF ROCKETS



IN THE PIPELINE

There have been a number of rumours around the Internet Discussion Forums of late. We have heard that a major resin manufacturer will release a full kit of a WWII Tank Transporter in the near future. Knowing the master builder, it should be well worth watching for. We will have two new complete kits of the British Infantry Tank Mk.III Valentine from MR Models in 1:48 scale shortly too. RB Model will offer a 1:48 scale line of ammunition and lastly, Ken Swansan's Kengi brand of resin models will have something from the desert as his next release.

Until next time
Luke Pitt



SMALL SCALE SPOTLIGHT FROM THE SUBLIME TO THE RIDICULOUS

We have seen Frank Helmling's 1:16 scale Trumpeter T-34/85 elsewhere in this issue of Model Military International, but at the other end of the scale check out Chris Leeman's 1:72 scale Dragon kit. This small scale T-34/85 was in competition at the NSW Scale Model Expo. Amazing detail!



DRAGON 1:72 TIGER I INITIAL PRODUCTION KIT NO. 7370

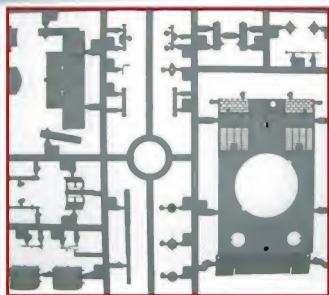
Dragon's third version of the Tiger I in this scale is without doubt the best small scale Tiger I kit currently available. Along with the four main sprues, the kit contains a small photo-etched fret, two lengths of tracks moulded in Dragon's trademark flexible DS100 styrene and metal tow cables.

The kit is based on Dragon's excellent 1:35 scale version (actually mentioned on the box where it states it has 1:35 level of detail) and this quickly becomes apparent upon examination of the parts. The detail and moulding is simply fantastic and there is even a finely done gun breech and some additional turret interior provided. This is ideal for those wishing to leave the turret hatches open and will be an excellent basis for further interior detail. The hull hatches are also opened up, although there is no interior detail for this area. I was pleased to see the inclusion of fuel tanks, radiators and fans for the hull rear - these nicely fill the void under the engine deck grills. Another noticeable plus is the correct asymmetrical shape of the turret when viewed from above - not something seen on most small-scale Tiger kits.

The flexible tracks are very well detailed and are just missing the small holes at the base of the guide teeth. The tracks are of the correct type for this particular era Tiger I - with the left and right runs being mirror images of each other. A small sheet of markings is provided for just one vehicle in an overall dark grey scheme from s.Pz.Abt.502, Leningrad 1942.

This is a stunning kit and really shows what is possible in this scale. Highly Recommended.

Darren Thompson



ITALERI 1:72 GERMAN MOTORCYCLES, WWII KIT NO. 6121

This newly tooled set from Italeri contains parts for four motorcycles, two of which have sidecars. Two sprues provide a number of seated and standing figures, although each figure is doubled up. Both the figures and the motorcycles are well moulded in a slightly soft plastic that lies somewhere between standard hard styrene and the softer, flexible plastic used on some small-scale figures. The figures are to scale and have good proportions and poses. The detail on them is also impressive, particularly the creases and folds in the uniforms. Instructions are given for finishing the figures and motorcycles in Afrika Corps schemes, although no markings are provided even though they are shown on the boxart. Italeri has provided a nice little set here.

Recommended.
Darren Thompson

CROMWELL MODELS

COMBAT READY

1:72 SCALE

D-DAY CHURCHILL AVRE

CHURCHILL NA75

T-29 AMERICAN SUPER HEAVY TANK

IS-4 RUSSIAN HEAVY TANK

CENTURION AVRE GULF WAR

The most recent batch of small-scale releases from the Weegie wonders at Cromwell models is a mix of both WWII and post-war vehicles.

Both the Churchill kits are full of detail with the ARVE containing the wading skirts and exhaust extensions to allow you to choose if you want to portray it as a D-Day or Normandy campaign version. The T-29 is a post war American tank that has separate outer road wheels which will allow you to paint the running gear with some ease. The turret features a number tiny moulded on lifting handles and careful painting will bring out this exquisite detailing. The JS 4 like the T-29 has separate outer road wheels, a great little turret AA mg and fine detailing on the wiring on the hull spare fuel tanks. The pick of the bunch is the Centurion AVRE. Considering the hull and the turret are both single piece castings the kit contains a lot of parts to complete this complex little model. The kit contains the dozer blade and the fascine supports seen on this vehicle in the first gulf war as well as a stowed up turret basket and separate bazooka shields.

Like all kits in this ever-expanding range, the moulding and detail is outstanding. They will produce great looking models. However, as is normal in this range, no instructions are provided so additional references will be required, especially for the multi-part Centurion AVRE kit.

Available from www.cromwellmodels.com and www.bigcat.pt (at the time of writing the Cromwells Models website is down and has been for a while but they can be reached by phone on 0141 942 8596)

Highly Recommended.

Graeme Carruthers



D-Day Churchill AVRE



Churchill NA75



T-29 American Super Heavy Tank



IS-4 Russian Heavy Tank



Centurion AVRE Gulf War



IBG

1:72 CHEVROLET CMP C15A AUST. PATTERN WIRELESS/SIGNALS KIT NO. 72015

IBG (International Business Group) is a Polish company that distributes A-Model kits from the Ukraine worldwide. They have previously released a series of 1:72 scale Bedford QLs in various guises that were very well received by the small scale community. The Chevrolet C15A was built in Canada by General Motors under the CMP (Canadian Military Pattern) program.

The kit comprises 107 mid grey plastic parts on three sprues, one piece of clear film with the printed outline for two windows, decals for one vehicle plus a three page fold-out instruction sheet. All three sprues are very crisply moulded with no sink marks or distortion and only a very tiny amount of flash. However, some parts are really small and care will need to be taken especially when cleaning up. All the doors and hatches are moulded closed which is a pity, although an enterprising modeller will not have much trouble opening them.

Decals by Techmod look reasonable. There are only seven - three sets of unit markings (not identified) and a bridging plate. Instructions are of the computer generated kind which are not to my liking but I must admit, these are about the best I've seen with everything being reasonably clear. The painting guide calls out colours for Gunze, Model Master Acrylics, Humbrol and Vallejo model paints.

This is a long-overdue subject that features a high level of detail and excellent moulding. It is good to see someone producing Allied softskins as they are a rare commodity in Braille Scale. To have them done with such detail and mould quality is an added bonus. Highly Recommended.

Glen Porter



TRUMPETER

1:72 M26 (T26E3) PERSHING

KIT NO. 07264

Trumpeter has added a new 1:72 scale M26 Pershing to its growing range of small-scale models. The kit parts are mostly free of flash and quite crisp, with knockout pins located in out of the way places (well done Trumpeter). The lower hull is moulded as one piece but with separate positional suspension arms. Final drive assemblies are provided separately. The drive sprockets are very well detailed but on my kit the lightening holes were lightly flashed over. This will easily be rectified with a No 11 scalpel blade. The road wheels are moulded in two parts and are very well detailed for the scale.

The upper and lower hulls are one piece mouldings with some detail parts supplied for the rear panel to allow different versions to be kitted. The wide fenders are moulded integrally with the characteristic stowage bins and are done well. The engine deck louvers are really well moulded but the large panel above the radiator should not be integral to the piece between front engine access doors. This is easily fixed with a scribe but should have been spotted by Trumpeter.

The driver's and all but the commander's hatches are in typical Trumpeter small scale fashion moulded shut. The tracks are vinyl and pliable with good detail on both the outer and inner face. They represent the T81 single pin style of track typical of most of the Zebra Mission T 26E3 that saw service in WW2. These tracks were also seen on vehicles that served in Korea.

The turret has a lot of the detail parts moulded on but some detail parts such as the engine lift attachment points are supplied as separate pieces. The lifting rings are moulded as a solid piece and not a ring. This is repeated on the hull. All these parts will be better replaced with scratch built items. The kit supplies both M3 and M3A1 barrels (as fitted to the later M26A1 and M46), which are single piece moulds and very well done with hollow muzzle brakes.

The markings are in register and options are provided for two vehicles, however there are no instructions to show you correct placement of the markings for either example.

In summary, this is a good kit of an important vehicle and, as an old wargamer, one that would have been appreciated many years ago. It is well detailed with the reservations outlined above and, contrary to the impression given by the ordinary image on the box, top captures the look of the early Pershing well.

It is let down by the closed hatches and some minor detailing but the standard of moulding is very high. There are some fiddly little parts but not too many, so this would be a great project for a junior modeller.

I recommend this kit to wargamers and any modeller wanting a good small scale Pershing.

Thanks to JB Wholesalers for the sample www.jbwholesalers.com.au

Recommended.

Al Bowie



Incoming



K59

1:35 MARDER III AUSF. H UPGRADE KIT. K59-C005
1:35 MARDER III AUSF. H REAR PLATFORM. K59-C014
 Tristar's Marder III Ausf. H is a lovely kit straight from the box, but K59 from Hong Kong has produced two new upgrade sets that will satisfy even the most discerning superdetailer.

The first set, K59-C005, replaces the kit superstructure with thin and beautifully detailed resin parts. These are detailed inside and out and, being resin, they do not suffer from ejector pins or other flaws that plague polystyrene plastic. The gun shield is also supplied in resin. A full compliment of ammunition storage tubes are supplied too, plus shells should you wish to fill them. A further selection of superb details have been carefully packed into separate bags, including an MP 40 and ammo case, seat cushions, radio, travel lock, periscope and more. Photo-etched parts supplement the resin detail with straps and other finer points.

Set K59-C014 is simple by comparison, but equally well presented. This contains the two perforated rear platforms for the Marder III.

These two accessory sets will deliver a fabulously detailed Marder III Ausf. H.

K59

1:35 MG 42 MACHINE GUN. K59-C009
1:35 MG 42 PIVOT MOUNT. K59-C010
1:35 MG 42 ARMoured SHIELD. K59-C011
1:35 2 CM FLAK AMMO. K59-C012

K59 has also produced four sets associated with smaller weapons. Combining the first three will deliver a superb MG 42 machine gun with a shield and pivot mount as seen on the Sd.Kfz. 250 and 251 series of half-tracks.

Of course, you might choose to use the MG 42 alone (Item K59-C-009) if the gun is not going to be mounted on a Hanomag. The gun is a true model in its own right, with a separate resin barrel that slots behind the perforated cooling slots. Alternate parts are provided for open and closed bipods. The strap and ring sight are supplied as photo-etched parts.

The fourth offering, K59-C012, is a set of ammunition and containers for German 2 cm guns. This set includes 14 magazines, 2 ammo boxes with the lids open, 8 ammo boxes with the lids closed, 12 Sprgr projectiles, 12 Pzgr projectiles and 40 shells.

K59

1:35 M2/M3 HALF TRACK SUSPENSION UPGRADE KIT FOR DRAGON KITS. K59-C008

This K59 resin set replaces the suspension components with delicate resin parts. Once again, casting and detail is remarkable.

All of these K59 releases are beautifully cast and exquisitely detailed. They exude quality, from their stout brown cardboard packaging to their graceful resin parts. Any of these K59 upgrades will add a luxurious finishing touch to your modelling project.

K59 products are available online from Lucky Model www.luckymodel.com
 All Highly Recommended.

Brett Green

VULCAN SCALE MODELS

ORDNANCE QF 2 POUNDER BRITISH ANTI-TANK GUN • KIT NO. 56001

A new player on the market is always welcome, especially when they are offering something unique. The debut release from Vulcan Scale Models is this 1:35 scale kit of the standard British anti-tank gun in early World War II, the Ordnance QF 2 pounder. The 2 pounder was very different from contemporary guns such as the US M3 37mm gun or the German PaK 35/36. It used a carriage with wheels when towed, but the wheels were removed and three legs folded out for deployment. Vulcan supplies their kit in a small box with two sprues inside. The plastic is light grey and almost translucent. The detail is very petite and moulding quite good. It is not quite as sharp as some of the major players, and removal of the parts requires some care. The wheels are supplied in several rings that are to be sandwiched together to deliver a nice tread pattern. The wheel hubs provided are appropriate for the guns used in the North African desert. Hopefully, the aftermarket boys will release alternatives with the BEF pattern.

The gun shield is moulded commendably thin. It is in one piece, where in reality the top part was foldable. The arms that are used to deploy the gun may be posed in either deployed or towing position.

There are also parts supplied to show off some ammunition and boxes, both open and closed. No crew figures are included. I couldn't find confirmation online, but I understand that Vulcan will release a separate crew set in future.

This 1:35 scale 2 pounder is a very impressive first effort. I applaud Vulcan Scale Models for being brave enough to release this subject.

Vulcan is distributed in the UK by The Airbrush Company www.airbrushes.com
 Highly Recommended.

Martin Dogger



CROMWELL MODELS

1:35 SCALE

CHURCHILL HEAVY TRACK

CHURCHILL DIEPPE MK III CONVERSION

CHURCHILL MKI/II ITALY CONVERSION

AFV Club's new Churchill kit gets some more treatment here with three new sets that will allow you alter your base kit into something different.

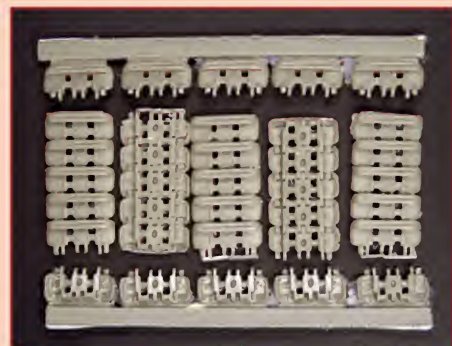
The heavy track set contains both individual links and lengths of track to replace the kit's standard flexible track. The Dieppe provides all the fittings to create one of the tanks from this doomed Allied raid. Check your references to see exactly which tank you are going to build as there were a few variants. These tanks were well documented by the Germans, and the After the Battle book of the Dieppe raid is probably the best place to start. The Mk.I/II conversion gives you a beautiful Mk.I/II turret, the 2 and 6 pounder guns and all the fittings to produce a reworked vehicle from the Italian campaign. The set even contains a Panzer III cupola, which was fitted to a small number of Churchills to improve the commanders visibility when battened down.

These are three great sets and are produced to Cromwells usual high standard. The Mk.I/II turret is a fine example of moulding with its complex shape and angles well captured.

Available from www.cromwellmodels.com (at the time of writing the Cromwells Models website is down and has been for a while but they can be reached by phone on 0141 942 8596)

Highly recommended.

Graeme Carruthers



BIG CAT MODELISMO

1:35 SCALE

VEICULOS MILITARES PORTUGUESES 1 AND 2

Released by the Portuguese Scalemodel Association and Big Cat Modelismo, these two fine limited edition decal sheets are designed to help you mark-up modern Portuguese vehicles such as the M113, M88, M60 and the Leopard.

Set 1 contains two identical sheets, one black and one white, of letters and numbers to allow you to make up vehicles registrations. The bottom quarter of the sheet contains lots of little stencils to place around your model. Not speaking Portuguese I have no idea what these stencils are but I am sure with the proper references in front of you then you should be able to work it out.

Set 2 is the star of the show and contains national flags and unit and tactical markings. This is a very colourful set and it is beautifully registered with bright clean colours. The pinks, reds and blues are very bold and the gold areas found on most of the unit markings have been reproduced to a high standard and will look superb on your next Portuguese vehicle.

These are some of the best decals I have come across and I look forward to see what this company will do next.

Available from www.bigcat.pt

Highly recommended.

Graeme Carruthers



LEGEND PRODUCTIONS

1:35 SCALE

LF 1178 MERKAVA MK.4 BASKET SET

LF 1179 MERKAVA MK.4 L1C CONVERSION SET

LF 1180 MERKAVA MK.4 DETAILING SET

Legend is first off the mark to produce sets for the newly released Academy Merkava Mk.4.

The first release provides a new single piece tarped-up and filled basket for the rear of the turret and two similarly stowed up baskets for the hull rear. Usefully, the sets contain a new series of chain and balls to replace the woeful etch and plastic nonsense that comes with the basic model kit. It is the usual fiddly chain, wire loop and ball construction seen before on their resin Merkavas whose construction may drive you to drink but once completed it does look .

The second set allows you to build the L1C version of the Merk 4, which contains the heavy armoured side skirts, belly armour plate, a loaders hatch and some of the smaller fittings that distinguish this from the basic Merkava 4 found in the plastic kit.

The loader's hatch area is a drop-in piece that should be easy to make, however if you wish to have the hatch open you will have to cut a hole into the base kit turret using the provided etch opening as a guide. The final set is very useful as it provides a single-piece main gun barrel, multi part turret .50cal and FN Mags, photo-etched rear side skirts and dozens of tiny armoured panel data plates to place all over the tanks hull and turret.

A well detailed result can be obtained with all of Academy's kit problems areas being addressed by using sets 1178 and 1180, however if you wish to do the L1C version you will need to buy all three sets. This will take you well over the price of the base kit but will certainly allow you to build a detailed and accurate version of this impressive looking modern vehicle.

Available from www.friendshipmodels.com

Highly recommended.

Graeme Carruthers



HUSSAR PRODUCTIONS

1:35 SCALE

AB 41/43 EUROPEAN TREAD WHEELS. ITEM NO. 35050

CHEVROLET 30 CWT TIRES FOR TAMIYA KIT. ITEM NO. 35051

STAGHOUND WHEELS - CROSS-COUNTRY TYPE. ITEM NO. 35060

Hussar Productions produces a range of resin replacement wheels, mainly for kits that come with flexible vinyl tyres. The advantages of resin over vinyl tyres are crisper detail, the absence of raised seam lines and ease of painting.

The first of the three sets examined here is for Italeri's 1:35 scale Autoblinda AB 41 and 43 armoured cars. These are well detailed, with raised lettering on the sidewalls and excellent definition of the chunky European-style tread pattern. Four road wheels plus a spare are supplied.

The second set is a timely update for Tamiya's newly re-released Chevrolet 30 CWT truck. In this case, only the tyres are supplied. These resin parts will be glued to the kit's plastic wheel hubs. Once again, there are four tyres for the road wheels and one spare.

The final set is four large road wheels for 1:35 scale Staghound models. These feature the cross-country tread pattern.

Hussar's replacement resin wheels will be a simple but useful upgrade for a range of models with flexible vinyl tyres.

Hussar Productions products are available online from

AirConnection www.airconnection.on.ca

Highly Recommended.

Brett Green



The one-piece cab is a clever piece of moulding.



Two marking options are offered – one in NATO colours and one in desert camouflage.

DESERT EXPRESS

The Editor takes a look at Trumpeter's all-new kit of this modern American cargo truck, currently seeing widespread use in Iraq and Afghanistan.

The design of the M1078 Standard Cargo Truck was based on the Austrian Steyr 12 M 18. After considerable development, the Steyr was transformed into a 2.5 tonne Light Medium Tactical Vehicle (LMTV). The two vehicles share around 90% commonality of components. Two main versions have been produced – the M1078 4 x 4 cargo truck, and the M1083 6 x 6.

The M1078 cargo truck was designed to transport cargo and personnel, with optional fold-down bench seats available for the rear tray.

A number of M1078 variants have been developed, including a long wheelbase version, dump truck, tractor and a truck with an armoured cab.

The M1078 and M1078A1 are the standard 2.5 tonne cargo trucks in the family of Medium Tactical Vehicles. They entered U.S. Army service in 1996, and are in widespread use in all major areas of operation today. The M1078 is manufactured by Stewart & Stevenson Services Inc. of Sealy, Texas.

Trumpeter has just released a brand-new 1:35 scale kit of the unarmoured 4 x 4 M1078 Light Medium Tactical Vehicle.

Trumpeter's LMTV is made up from a total of 430 parts. The light grey plastic is very well moulded with minimal ejector pin marks.

Those that are present will be mostly hidden when the kit is complete.

The one-piece cab is a clever piece of moulding. Unfortunately, however, the doors are moulded shut.

The kit features a very high level of detail. The

multi-part chassis is well done, and some basic features of the bottom of the engine block will be visible on the finished model. The steering is fixed with the wheels positioned straight ahead.

The cab interior includes three seats, stowage boxes, pedals, steering wheel and the dashboard.

Cargo tray detail is crisp and convincing. I especially like the bolts and hinges on the tray's sidewalls. The boarding ladder is provided as a separate part. Cargo bay seats are also included. These may be posed either raised or folded down.

The photo-etched fret supplements the detail of the plastic parts with some useful extras such as clips for the cargo seats and scale-thickness guards. Windows and light lenses are attached to the clear sprue. They are suitably thin and completely free of distortion.

Five Michelin X tyres are provided in flexible black vinyl. These are really well done. There is only the faintest suggestion of a centreline seam, while the raised tread detail looks great. Especially impressive is the characteristic ripple effect on the tyres' sidewalls – very clever. Raised lettering is also moulded to both sidewalls. If flexible tyres are not your cup of tea, however, I know that Pro

Art Models will soon release a replacement resin set, and I am sure that others will follow.

The small glossy decal sheet is printed in perfect register. I have examined the tiny stencil markings under a magnifying glass and I can report that all the writing is readable, and it does not suffer from some of the entertaining mis-translations that we have seen in several earlier Trumpeter releases.

Two sets of markings are supplied. One is for a NATO three-colour scheme, while the other is in overall Desert Sand. The A4-sized marking guide is clearly laid out and features attractive artwork. Not only does the decal sheet include identification markings and stencils, but also chalked scrawling on the NATO-painted vehicle.

Trumpeter has made a lot of progress in the last six years. This 1:35 scale M1078 LMTV is a fine model of an original subject. The packaging and contents are presented to a very high standard. Let's hope that we see some variants of this basic vehicle such as the armoured cab version in future too. ■

Thanks to JB Wholesalers for the review sample
www.jbwholesalers.com

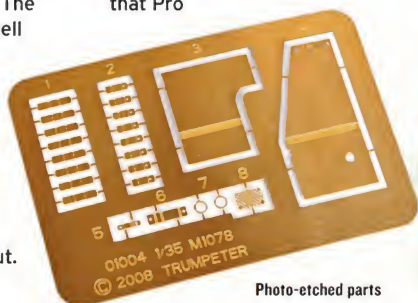


Photo-etched parts are also provided.



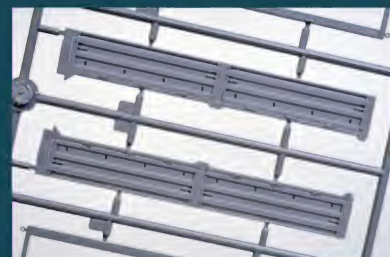
The flexible vinyl tyres feature the rippled sidewall effect seen on the real thing.



Kit parts are crisply moulded and well detailed.



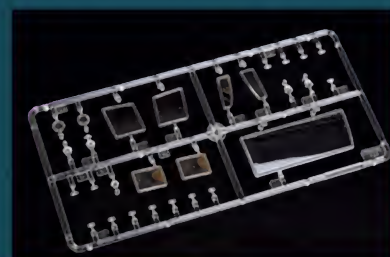
Headlights and grilles are separate parts.



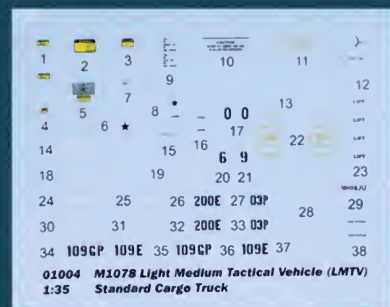
Sides of the cargo tray feature crisp hinge and bolt detail.



Nut and bolt detail on the deep wheel hubs looks great.



Clear parts are thin and free from distortion.



The decal sheet is small but perfectly printed.



A few ejector pin marks are present, but these are all in unobtrusive areas once the kit is built.



Figures - A round-up of the latest figure sets on release...



ZVEZDA 1:35 MODERN RUSSIAN TANK CREW.

ITEM NO. 3615

Zezda has released a three multi-part plastic figure set that will be a useful accompaniment for a contemporary Russian tank. One figure is designed to fit in a hatch with the other two suitable for the outside of the vehicle discussing some unseen menace. Even though one of these figures is in the dreaded standing and pointing pose, the other figures are nice enough. Detail is sharp around the folds of the clothing, which look bulky as if they are wearing lots of layers to keep out the Russian weather.

The heads and helmets come in three parts so the faces have good detail and each has a different character. The weakest part of the figures is the

hands. These are best described as blobs with some moulded lines to give the impression of fingers.

While not up to Dragon's Gen 2 standard these figures these figures are certainly up there with the best of the rest.

Highly recommended.

Available from all good model shops.

Graeme Carruthers



ALLARMI!

1:35 ITALIAN TANK CREW FOR L6/40.

ITEM NO. 35046

Allarmi! produces a range of figures with a special emphasis on 1:35 scale Italian subjects. Their latest release is a 1:35 scale two-man crew for Italeri's L6/40 Italian Light Tank. This model has also been rebixed by Tamiya.

One figure is seated on the edge of the turret hatch, looking down at the standing crewman, who is leaning against the tank. The two appear to be having a relaxed conversation.

The figures are perfectly cast in light grey coloured resin. All parts are cast onto thin blocks. Removal and cleanup should only take minutes. Sculpting is excellent, with realistically draped uniforms and natural poses. Two heads are supplied with each figure – one with a side cap and one wearing the Bersagliere tanker's helmet. A set of goggles is cast onto the seated figure's helmet, and a separate set of feathers is provided as an option for both tankers. The spare heads will come in handy to upgrade any plastic Italian figures that you might have stashed in the spares box.

Instructions are not included, but assembly will be very straightforward. A small sheet with reference photos and a drawing of the tanker's uniform and helmet is packed in the cardboard box. Allarmi's 1:35 scale L6/40 tank crew will be a real enhancement for Italeri's new light tank.

Highly recommended.

Allarmi! products are available online from Italian Kits www.italiankits.it/ineng.html

Brett Green



www.miniart-models.com

PLASTIC MODEL KITS
SCALE 1:72, 1:35, 1:16



Create History!

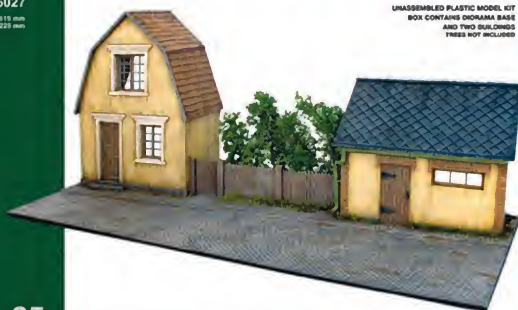


36027
L: 115 mm
W: 225 mm

COUNTRY DIORAMA

DIORAMAS SERIES

UNASSEMBLED PLASTIC MODEL KIT
BOX CONTAINS DIORAMA BASE
AND TWO BUILDINGS
TREES NOT INCLUDED



1:35

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E-Mail: art@miniart-models.com
www.miniart-models.com
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PLASTIC MODEL KIT
35534
L: 120 mm
W: 120 mm
H: 140 mm

1:35

EUROPEAN BARN

BUILDINGS & ACCESSORIES
SERIES



36032
L: 160 mm
W: 225 mm

1:35

DIORAMA WITH BARN

DIORAMAS SERIES

UNASSEMBLED PLASTIC MODEL KIT
BOX CONTAINS DIORAMA BASE
WITH BARN
TREES NOT INCLUDED



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www.tamiya.com

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Next Issue

On sale September 3rd 2009



It's a Minefield Out There...

Sam Dwyer builds Cromwell Models' 1:35 scale Cougar Mine Protected Armoured Patrol Vehicle; while Ralph Zwilling covers the British variant, the Mastiff, in a new Think Tank reference article.

Czech Mate!

Chris Wauchop superdetails Tamiya's 1:35 scale Marder III Ausf.M with a little help from Aber, WWII Productions, and Kleenex Tissues.



Duck Hunting, Quad Style

Andrew Judson describes Trumpeter's 1:35 scale Sd.Kfz.7/1 with quad 20mm Flak guns.



Hit the Beach - Part One

Jose Brito presents the first instalment detailing his breathtaking 1:35 scale D-Day diorama.



FOR YOUR SAFETY



Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!

Model MILITARY INTERNATIONAL

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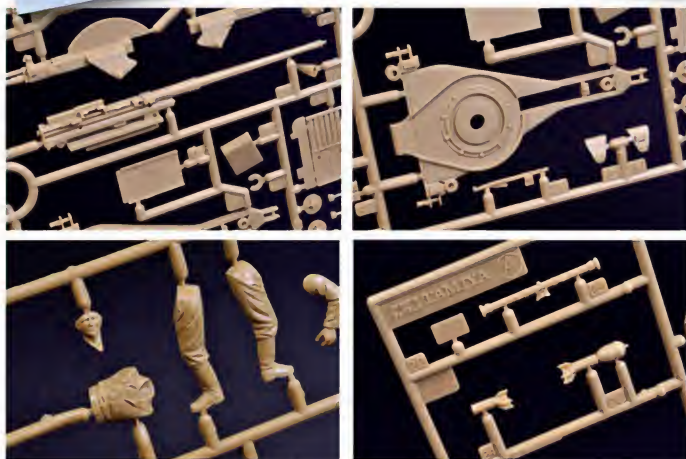
MATILDA ERRATA

Reference information on Matilda tanks is still fairly thin on the ground, so I am grateful to Steve Zaloga for pointing out a number of unique characteristics associated with Matildas that operated around the time of Operation Crusader at the end of 1941.

For a start, the glacis castings on these earlier Matilda were flat under the driver's visor. The kit depicts the later thicker configuration. Furthermore, Operation Crusader Matildas were not fitted with the large external fuel drum. Instead, they were often seen with an angled rack for six Petrol / Oil / Water cans. The front fenders

should be straight, not indented as supplied in the kit. Sunshield fittings should also be added to the side.

I did not make any of these changes to the desert Matilda that appeared in Issue 40 of MMI, but it is not too late for you! These modifications should be fairly straightforward for a moderately experienced modeller, and they will result in a more accurate Matilda for the period. Thanks again to Steve Zaloga for this very useful information. ■



FLAK 37 FRESH FROM THE FACTORY

After several relatively quiet years, we have seen a welcome flurry of 1:35 scale new kits and enhanced re-releases from Tamiya during 2009. The latest to hit the Editorial desk is kit number 302, the German 3.7cm Flak 37 Anti-Aircraft Gun with Crew. This is the latest example of an older kit being combined with new and upgraded parts to deliver a refreshed product.

In this case, the base kit is the 3.7cm Flak Gun itself, which was originally released in 1989. The gun is supplied in 52 parts on a single sprue, while the trailer and various accessories are provided over 35 parts on a second sprue. A stereo range-finder and Type 42 Stick Projectile are also included. The gun still looks pretty good after 20 years with sharp moulding and minimal visible ejector pins or other imperfections. The barrel and breech is a simple one-piece moulding, with a separate muzzle hollowed at the end. Slots are represented at the base of the muzzle,

but the rows of tiny perforations are not. Fortunately, there are a number of after-market barrel and breech replacements available from Aber, RB Model Adlers Nest, Lion Roar and others if you want to enhance this prominent feature.

Five all-new figures are provided as the Luftwaffe gun crew. Uniform and facial detail is very good. Each figure is broken down into head, torso, two arms and two legs.

The final sprue dates from 1994. It was originally seen with the German Machine Gun Crew figure set. This supplies the helmets and equipment for the figures. A number of weapons will be left over for the spares box too, including nicely moulded MG 34 and MG 42 machine guns, an MP 40 and two Kar 98K rifles.

Tamiya's Flak 37 is still a decent little model, and the addition of new figures makes it an instant diorama piece. It will be interesting to see what else Tamiya has in store with its "mix and match" concept. ■

BONUS CONTENT ON MMI WEBSITE

It seems a shame that we are limited to six or eight pages for a model article in MMI. Many modellers submit dozens of wonderful photos of their work that will never see the light of day. In a bid to address this situation we have launched a new Gallery section on the MMI website. Each month we will post a Gallery of unpublished photos of one of the models that appears in the current Issue. To kick off, we have additional images of Mick Capell's 1:35 scale Trumpeter Centauro.

The Gallery may be viewed by visiting MMI's website at www.modelmilitary.com. A link to the new Gallery may be found in the top navigation bar of the website. ■



DECAL ARTWORK AVAILABLE FOR DOWNLOAD

You might have noticed that I used custom-made decals on the Matilda Frog completed in this Issue of MMI. The artwork was drawn in Adobe Photoshop and printed on an ALPS printer. This is a special machine that can print using white ink. The artwork has been published to MMI's website, where you may download it for free. You will just need to find someone with an ALPS printer! I have added a few more vehicle names and serial numbers for Australian Matildas on the decal artwork. We will offer more decal artwork for military subjects from time to time. ■

Fording Height		Fording Height	
Flaps Open	Flaps Closed	Flaps Open	Flaps Closed
2-1	2-1	2-1	2-1
214	214	214	214
DEVIL	T82145	DEVIL	T82145
DEVIL	T82145	DEVIL	T82145

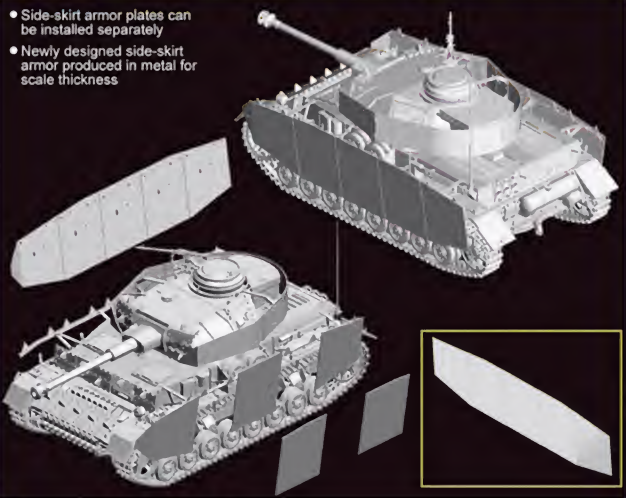
Engineered for modeling enjoyment

Plastic parts with enhanced detail

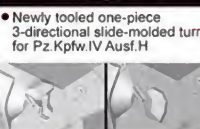
Unprecedented value

Ready for instant assembly!

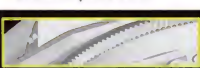
- Side-skirt armor plates can be installed separately
- Newly designed side-skirt armor produced in metal for scale thickness



- New turret roof rendered w/turret-skirt armor brackets
- Turret-skirt and side-skirt armor plates can be installed separately



- Mantlet view port can be modeled open/closed



- Turret-skirt door can be positioned open/closed



- MG34 in Gen2 standard w/gun mount



- Includes hollowed-out undercut on turret bottom
- Incorporates toothed turret ring inside turret



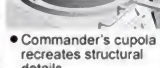
- New spare-track bracket on glacis plate w/photo-etched and plastic option



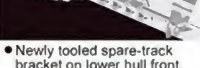
- Brackets for side-skirt armor realistically detailed



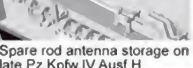
- Commander's cupola recreates structural details
- Cupola vision blocks can be assembled open/closed



- New driver's and radio operator's housing w/splash guard
- Hatches w/internal detail



- Newly tooled spare-track bracket on lower hull front



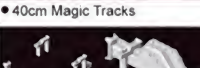
- Spare rod antenna storage on late Pz.Kpfw.IV Ausf.H



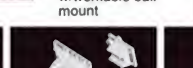
- 40cm Magic Tracks



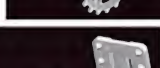
- Complete MG w/workable ball mount



- Extendable jack w/separate parts



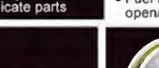
- Accurately detailed idler adjuster mountings



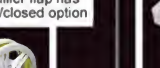
- Detailed towing-eye brackets w/separate parts



- Road wheels and suspension w/multiple components exhibit crisp detail



- Idler wheels have detailed parts



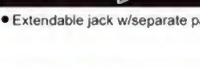
- Rear antenna included



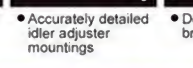
- One-piece lower hull made from slide molds
- Hull bottom fully detailed



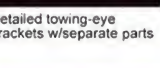
- Fuel filler flap has open/closed option



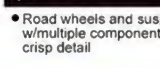
- Final-drive housing w/details on both sides
- Separate armored cover for final-drive housing
- Sprocket wheels w/breathtaking detail and multiple delicate parts



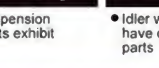
- Sprocket wheels w/breathtaking detail and multiple delicate parts



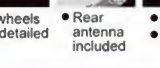
- Injection-molded fenders made to thinnest possible dimensions



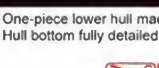
- Two types of side-skirt armor plate w/bolt detail



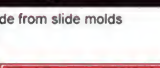
- Newly tooled side fenders w/pattern detail on both top and bottom surfaces



- Photo-etched part for engine-deck exhaust grill
- Engine hatches can be assembled open/closed



- Great detail on newly tooled hull rear



- Air-intake covers have option of injection or photo-etched parts
- Realistic double-layered air intake



- Injection-molded OVM w/clasps

BRITISH INFANTRY TANK Mk.IIA*
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1/35 SCALE MILITARY MINIATURE SERIES

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40 Years & 300 Releases

1/35 Matilda Mk.III/IV British Infantry Tank Mk.IIA* Item 35300

The Queen Returns

In a famous episode after the battle at Halfaya Pass, a member of Field Marshal Rommel's staff observed the following exchange between a captured British tank driver and a German artilleryman. "In my opinion," said the Englishman, with an unfriendly glance at a nearby 88, "it is unfair to use Flak against our tanks." Upon hearing this, the artilleryman responded, "Fine, but I think it most unfair of you to attack with tanks whose armor nothing but an 88 will penetrate." The Matilda was so heavily armored that only the 88mm fired horizontally in the anti-tank role could defeat it. It was respectfully called the "Queen of the Desert" and played a pivotal role in many actions on the North African front.

All New Tooling = Greater Realism

Originally released in the early days of the 1/35 Scale MM Series, the Matilda has been completely redesigned for this milestone 300th release. Thorough research has enabled recreation of even the finest details, giving the model an impressive lifelike presence.



Full body commander figure and torso figures for the loader and driver are included.

The engine deck hatch is full of fine details.

Every curve of the turret has been carefully reproduced.



Length: 174mm

Choose from either belt type or assembly type tracks.

■ The complex suspension has been engineered for ease of assembly and 2 types of tracks are included. ■ The shape of the turret and mantlet as well as the cast metal texture are accurately reproduced.

First production run includes a limited edition photographic reference.



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